EXCHANGE:
Closing Quotations:—
T.T. London 2s. 3½d.
On Demand 2s. 3. 9-16d.

The Hongkong Telegraph

(ESTABLISHED 1881.)
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WEATHER FORECAST—
FAIR.
Barometer 29 97.

November 24, 1916. Temperature 6 a.m. 69 2 p.m. 74 Humidity " 88 " 63

November 24, 1915. Temperature 6 a.m. 63 2 p.m. 72 Humidity " 70 " 52

7521 日九廿月十 FRIDAY, NOVEMBER 24, 1916. 五拜禮 號四十二月一十英港香 SINGLE COPY 10 CENTS. $30 PER ANNUM.

TELEGRAMS.

THE PROSECUTION OF THE WAR.

Cabinet Ministers to Urge More Vigour.

[Reuter's Service to The "Telegraph."]

November 23, 3.55 a.m.

It is understood that the members of the Cabinet will undertake a campaign for the purpose of encouraging a vigorous prosecution of the war. It is believed that Mr. Asquith, Mr. Lloyd George, Mr. Bonar Law and Mr. McKenna will participate.

A joint meeing of the Liberal and Unionist War Committees has decided to consult the Whips on the desirability of supporting the Cabinet Ministers' campaign.

It has been complained in the House of Commons that the Government is inactive in face of anti-war propaganda in industrial centres.

AUSTRIAN EMPEROR'S DEATH.

The Burial Arrangements.

November 23, 3.55 p.m.

Reuter's correspondent at Amsterdam says that the Emperor Francis Joseph will be buried at the Capuchin Mausoleum, probably on November 30. The body will lie in statest Hofburg from November 28 to November 29.

The New Emperor and Peace.

November 23, 4.05 a.m.

According to Reuter's correspondent at Amsterdam, the new Emperor of Austria has issued a Proclamation on ascending the Throne at this stormy time. He says:—"Our aim has not yet been reached, and the illusion of our enemies that they are able to overthrow my Monarchy and my Allies has not yet been dissipated. I will do all in my power to obtain peace as soon as the honour of arms and the conditions of life in my countries and their Allies, and the defiance of our enemies, allow."

GERMANY'S LATEST COMPULSION BILL.

Applies to all Males from 17 to 60 Years.

November 23, 3.55 a.m.

A telegram from Berlin states that a Bill has been introduced for the compulsory war service of all civilians. It applies to all males between the ages of seventeen and sixty. The maximum penalty for evasion is imprisonment for a year and a fine of £500.

The Reichstag has been unexpectedly convoked for November 25.

THE U. S. ELECTION.

President Wilson's Return Conceded.

November 23, 11.25 a.m.

A message from New York states that Mr. Hughes concedes the re-election of President Wilson. Congratulations have been exchanged.

THE FOOD QUESTION.

Export Tax on Argentine Wheat.

November 23, 6.45 a.m.

A message from Buenos Aires states that an export tax on wheat is practically certain, while a partial prohibition of the export of wheat from mid-December and of maize from mid-January is most probable.

The Government has been obliged to purchase seed wheat, owing to drought and the ravages of locusts.

THE SINKING OF THE BRITANNIC.

November 23, 6.45 a.m.

Telegrams from Athens state that there were no wounded aboard the Britannic, which as going to Salonica with a complement of Medical Corps nurses.

It is believed that the vessel was attacked by two submarines off the island of Zea.

THE GREEK SITUATION.

French Bluejackets Occupy Railway.

November 23, 9.45 a.m.

A message from Athens says French bluejackets have occupied the Peloponnesus Railway.

Allies' Demand for War Material Refused.

November 23, 5.25 p.m.

Reuter's correspondent at Athens says that Admiral Fournet's recent demand for the surrender of war material included eighteen batteries of field artillery, sixteen of mountain artillery, 40,000 Mannlicher rifles, 140 machine guns, fifty motor vans and considerable ammunition. Admiral Fournet contended that this would equalise the war material handed over the the German-Bulgarians.

The Government has replied that the Entente has already taken 191 modern guns from Greece, while the guns given to the German-Bulgarians are obsolete.

The Government also contends that acquiescence in the demand would constitute a hostile act towards the Central Powers, besides disenabling Greece to defend herself. Therefore the demand is refused.

The Latest Demand.

November 23, 6.10 p.m.

Reuter's correspondent at Athens states that Admiral Fournet has also ordered enemy Consuls and members of enemy archaeological schools to quit.

GERMANY BLEEDING BELGIUM.

November 23, 9.45 a.m.

Reuter's correspondent at Amsterdam says the Governor General of Belgium has increased the monthly levy from forty millions to fifty million francs.

TELEGRAMS.

LATEST SINKINGS.

[Reuter's Service to The "Telegraph."]

November 23, 6.10 p.m.

The small Norwegian steamer City of Mexico and the British barque Grenada have been sunk.

LOOKING TO THE DOMINIONS.

November 23, 6.10 p.m.

Speaking in London, Lord Montagu paid a tribute to Canada's great munitions output. He stated that a long war necessarily meant exhaustion of resources, and when ours were exhausted we should look for more and more patriotism and economic sacrifices from all parts of the Dominions.

TURKS MASSACRE 6 000 ARMENIANS.

November 23, 6.10 p.m.

Reuter's correspondent at Petrograd says reports from Baku show that the Turks have have massacred 6,000 Armenians at Sivas.

"TON FOR TON."

November 23, 6.10 p.m.

In the House of Commons, in connection with German sea outrages, Mr. Asquith, replying to Lieut.-Col. Page-Croft, stated that we are in consultation with the Allies as to the desirability of adopting the ton-for-ton policy.

THE QUESTION OF AN ARMISTICE.

November 23, 6.10 p.m.

In the House of Commons, in reply to Mr. Outhwaite, Mr. Asquith stated that the question of an armistice on the Western front, in order to allow of the burying of the dead, was for the Generalissimo to decide.

AERIAL ACTIVITY IN FRANCE.

November 23, 4.55 p.m.

A French communique states:—Only aerial activity is reported. Lieut. Guynemer brought down his twenty-second machine.

We dropped many bombs on stations and bivouacs on the Somme.

[In the event of telegrams arriving too late for insertion on this page they will be found on an Extra].

EARLIER TELEGRAMS.

THE ALLIED OFFENSIVE.

Artillery at Verdun.

November 22, 4.40 p.m.

A Paris official message announces that there was intermittent artillery firing on the greater part of the front, particularly at Vaux and Douaumont.

A Strong Enemy Raid.

November 23, 12.05 a.m.

General Sir Douglas Haig reports:—After a heavy trench mortar bombardment last night the enemy raided our front south-west of Cite Saint Elie. Part of the front trench was obliterated. Twenty-six men are missing.

Our aeroplanes attacked railway stations and transports. The machines returned safely.

Royal Naval Division's Fine Work.

November 23, 12.40 a.m.

The fine qualities displayed by the Royal Naval Division under trying circumstances in their first fight on November 13 is told by Reuter's correspondent at Headquarters.

The men of the Naval Division were mainly north countrymen and went over the trenches near the Ancre at dawn in a dense mist. They picked their way across the barbed wire areas, eight feet high and forty feet deep, where through an artillery torn and jagged track, they gained the first German line speedily. After this they were severely exposed to the fire of a formidable German redoubt, which was cunningly posted on a sheltered spur of Beaucourt Hill, which played on them from three mouths. The naval men gallantly passed on, but were isolated with the enemy on both sides. They sought cover in the won trenches. Two tanks were sent out to their rescue at night time. One ascended the hill and proceeded to within a short distance of the redoubt. The crew erected a machine gun and then the defenders of the redoubt put up the white flag and surrendered by lantern light. On the following day the Division resumed and bagged 1,700 prisoners.

Our New Front Shelled.

November 23, 12.45 p.m.

General Sir Douglas Haig reports:—The enemy shelled our new front last night on both sides of the Ancre and in the neighbourhood of Hebuterne.

ENEMY MINISTERS LEAVE ATHENS.

November 22, 6.50 p.m.

Reuter's correspondent at Athens says the enemy Ministers and their staffs have left for Kavalla aboard a Greek steamer flying all the enemy flags, to obviate being torpedoed.

BRITISH SUCCESS IN EAST AFRICA.

November 22, 7.40 p.m.

A British official message from East Africa states that an enemy force of 400 men, with three guns and eight machine guns, attacked the small post of Lupembe on November 12 to 14. They were repulsed with heavy losses, while on November 18 two British columns enveloped Lupembe. The enemy fled northwards, abandoning a heavy gun and 47 enemy dead.

TELEGRAMS.

IN THE BALKANS.

Another German Claim.

[Reuter's Service to The "Telegraph."]

November 22, 6.40 p.m.

A German communique states:—North of Kimpolung the Rumanians made repeated fruitless attacks in Roterturm Pass and Sidi, in the valley of the Alt. We won ground.

Serbians Still More Successful.

November 22, 11.10 p.m.

According to a Serbian official statement the Serbs yesterday successfully pursued their attacks on the whole line and captured the village of Budimirci and the surrounding heights.

They inflicted heavy losses on the enemy and made prisoners of 186 Germans and 300 Bulgars.

The Allies also progressed.

German Progress Near Orsova.

November 23, 5.50 a.m.

The German evening communique claims progress near Orsova.

THE SINKING OF THE BRITANNIC.

Details Still Lacking.

November 22, 6.50 p.m.

The Britannic was a new White Star Liner of 48,000 tons gross.

Reuter's correspondent at Athens says the Britannic was apparently from Salonica. She lowered all her boats, numbering 35. It is reported that few lives were lost, but details are lacking.

Attacked on Both Sides.

November 23, 6.45 a.m.

Reuter's correspondent at Athens states that the Britannic was attacked at 10 a.m. at Zea, fifty miles distant from Athens. Submarines attacked her on both sides simultaneously, but one missed. The Britannic sank in 55 minutes. Between thirty and forty of the crew were wounded by the explosion.

The nurses and members of the Army Medical Corps lined the deck in very orderly manner. The women were saved first. A number of Allied ships quickly responded to the wireless calls. A stewardess who was aboard the Titanic says that the disaster was worse than that of the latter. The two first boats were launched near the stern. The ship heeled, the screw whirring in the air. The loaded boats were sucked down and broken to matchwood. Many were killed outright and others mangled. The survivors landed at Phaleron, Pirnaeus and Keratsini.

The Britannic was the largest British ship afloat, accommodating 3,000 wounded.

No Wounded Aboard.

November 23, 1.10 p.m.

The Admiralty state that there were no wounded aboard the Britannic.

THE ITALIANS REPULSE ATTACKS.

November 22, 6.40 p.m.

An Italian official communication says:—There has been bad weather. We repulsed feeble attacks in Astico Valley.

TURKS SUFFER ENORMOUS LOSSES.

November 22, 9.55 p.m.

It is officially announced from Petrograd that strong Turkish forces attacked south-east of Oghnot, where fighting continues.

The Turks took the offensive in the direction of Bouroudjir on the morning of November 20, but were repulsed, suffering enormous losses. They were pursued until eventide.

THE FOOD SUPPLY QUESTION.

Cabinet Members to Address Meetings.

November 23, 1.00 a.m.

It is officially announced that Mr. Runciman has conferred with the hotel-keepers on the economising of food, and subsequently with the manufacturing confectioners on the consumption of sugar.

It has been arranged that members of the Cabinet shall address meetings in the country and the following have already been fixed.—Lord Robert Cecil at Bristol; Mr. Tennant at Edinburgh; Mr. McKinnon Wood at Leicester; Lord Curzon at Liverpool; Sir Herbert Samuel at Newcastle and Mr. Henderson at Northampton.

Straight Talk to Hotel-Keepers.

November 23, 4.55 a.m.

The "Times" states that Mr. Runciman, addressing the hotel-keepers, said he had seen a Christmas menu which was wasteful even for peacetime and was scandalous for war time. Such a situation could not be allowed. Menus must be drastically cut down. There must be one or two meatless days a week.

A member of the deputation pointed out that fish was more costly.

Mr. Runciman said there might have to be days both fishless and meatless. They must decrease imported foods. It was impossible to exempt the tea shops, where the expenditure on cakes and confectionery was too lavish.

He advised an immediate conference of trade interests. If they did not take the necessary action the Government would do it.

The Savoy announces the cancellation of the New Year and Christmas Eve dinners.

ANOTHER RAID ON ZEEBRUGGE.

November 23, 1.10 p.m.

Naval aeroplanes attacked on 22nd inst. the seaplane station at Zeebrugge and destroyers alongside the mole, one of which was hit. The sheds were damaged [illegible]

TELEGRAMS.

OBITUARY.

Jack London.

(Reuter's Service to The "Telegraph".)

London, Received, November 24.

Reuter's correspondent at New York announces the death of Jack London, the novelist.

[Jack London, sailor, gold-miner, tramp, writer, socialist, lecturer, journalist, etc., was born at San Francisco on January 12, 1876, and was educated at the University of California. In his search for adventures among the scum marine population of San Francisco Bay he soon lost his ideal romance and replaced it with the real romance of things; he became, in turn, a salmon fisher, an oyster pirate, a schooner sailor, a patrolman, a longshoreman, and general bay-faring adventurer. When he was seventeen he shipped before the mast as able seaman; went to Japan and seal-hunting on the Russian side of Behring Sea, among other things, and served at divers times in various forecastles. He became possessed of an interest in sociology and economics; swayed partly by this, and partly by the fascination of the enterprise, he tramped over the United States and Canada, many thousands of miles, having more than one gaol experience because he possessed no fixed place of abode, and no visible means of support. Later on, he repeated his vagabond career in the East End of London; he went over to Chilcoot Pass with the first of the Klondyke rush of 1897; went as war correspondent to Japan, Korea, and Manchuria, 1904; was war correspondent in Mexico, 1914; and started on a seven years' cruise around the world in a fifty-foot ketch-rig yacht in 1906. He was a most voluminous writer.]

Sir George White.

London, Received, November 24.

The death is announced of Sir George White, Bart.

[The deceased, who was created a Baronet in 1904, was head of the firm of George White and Company of Bristol. He established the first manufactory of aeroplanes in England, and introduced the Bristol biplanes and monoplanes in 1910. He was a pioneer of electric street traction, being the first to introduce it into London, Dublin, Bristol, Middlesbrough, etc. Among the many important positions he filled was that of President of the Council of Associated Stock Exchanges of the United Kingdom, of the Bristol and West of England Aero Club, of the Dolphin Society and of the Queen Victoria Memorial Hospital at Nice. He was chairman of several important undertakings and was interested in or controlled railway and other industrial concerns in Bristol and South Wales.]

[In the event of telegrams arriving too late for insertion on this page they will be found on an Extra]

DON'T FORGET.

TO-DAY.

Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
New Hongkong Cinematograph—9.15 p.m.

TO-MORROW.

Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
New Hongkong Cinematograph.—9.15 p.m.
Kowloon Bowling Green Club:—Presentation of prizes.

Thursday, November 30.
St. Andrew's Day.—"Heather Day" street collection for Scottish war charities.

Saturday, December 2.
Theatre Variation Club.—[illegible]

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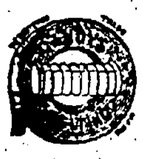

GANDY BELTING

—(:o:)—

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Hongkong, 16th August, 1910

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GENERAL NEWS.

Marchioness Fined.

Isobel, Marchioness of Sligo, was fined £4 at Guildford recently for not screening sufficiently six windows at her residence, Mount Brown, Arkington.

Disastrous Fire in Ichang.

Ichang, Nov. 15.—A fire has destroyed one and damaged another godown belonging to the Nisshin Kisen Kaisha. Much cargo has been lost. The damage is estimated at between two and three hundred thousand taels. The fire is still smouldering.

Japanese Congratulations for President Wilson.

Washington, November 16.—On the occasion of the successful inauguration of wireless communication between Japan and Hawaii, messages of congratulation were exchanged between President Wilson and the Emperor of Japan.

The Hunghutze Outrage on Russians.

Tsitsihar, Nov. 14.—The Governor of Heilungkiang, has despatched an officer of his staff and a civil official to the forest concession of Shevchenko to investigate the recent outrage, restore the stolen property and arrest the Chinese soldiers who released the Hunghutze who are the authors of the crime.

Milk Affected by Zeppelin Bombs.

In answer to a summons for selling milk not up to the standard, three Enfield dairymen, named Tucker, Ward, and Wood stated at Enfield recently that the farmer from whom the milk came lived in a district recently visited by hostile aircraft, and the cows had suffered considerably from fright and consequently the milk was affected. Colonel Bowles, the chairman, said that he knew of a farm where bombs had been dropped and the milk affected. The Bench considered that the milk had been affected, and dismissed the summons.

Kaiser Ridiculed on English Stage.

The Kaiser appeared on the stage at the Birmingham Repertory Theatre recently and described how the peace of the world was kept by means of his tongue and his moustache. He also went into interesting little side-paths, such as the Shipakeal Canal. The play, given for the first time, was the "Inca of Perusalem," by "a member of the Royal Society of Literature"—evidently a disciple of G. B. S. It was a clever little burlesque; just an excuse to show the Kaiser up in the good-humoured spirit of a Little Willie cartoon. But who, asks the *Pall Mall Gazette*, is the author guilty of this daring deed?

President Wilson and the Submarine Question.

Washington, November 18.—President Wilson returned to Washington yesterday afternoon and was greeted at the station by by great crowds. To-day the President will approach the submarine situation, which is now admitted by all officials, in touch with the latest developments, to be most serious. Thus far the President has maintained absolute silence as to his attitude regarding the question, and has let it be known that he will make no statement until his re-election has been officially admitted by the Republican party.

New Mistress of Robes.

The Duchess of Sutherland is to be the new Mistress of the Robes in the place of the Duchess of Devonshire, who goes to Canada in a few weeks with her husband, the Governor-General designate, says the *Daily Express*. The Duchess of Sutherland is the daughter of Lord Lascelles borough. She was one of the six young ladies who carried Queen Mary's train at the Coronation. Her husband's grandmother and great-grandmother were both Mistresses of the Robes in their time. When her father-in-law died in June, 1913, the Marchioness of Stafford, as she then was, became the youngest duchess. She is not yet twenty-five.

For a good solid meal à la Carte or Table d'Hote with Wines & Liqueurs go to the ALEXANDRA CAFE.

GENERAL NEWS.

Mutiny of Troops in Shantung.

Peking, Nov. 17.—According to Chinese newspaper reports the mutiny at Chowchun, in Shantung, appears to be somewhat serious. It is stated that 700 soldiers revolted and taking their arms and ammunition and also several machine-guns attempted to raid the surrounding districts, where the people are panic-stricken. Government forces have been despatched to suppress the mutineers, and various garrisons have been instructed to assist. Several encounters have occurred, but owing to their good equipment, the mutineers have escaped.

Germany's Motor Mixtures.

Owing to the shortage of gasoline in Germany other motor fuels had to be sought, and it is stated that the one most used is a mixture of alcohol and benzol. According to a report of the American Consul at Lyons the results of experiments made with a 1914 Mercedes touring car, with an ordinary carburetor, showed a mileage of 4.66 miles with one pint of a mixture of equal parts alcohol and benzol, at a speed of 42 miles an hour. With 1 part benzol and 3 alcohol 4.34 miles were covered at 39 miles an hour. With 1 part benzol and 5 of alcohol the car covered 3.72 miles at 36 miles an hour. With pure benzol the car covered 3.79 miles at 42 miles per hour; and with gasoline the record was 3.60 miles at 44 miles per hour. These figures may be of value in England when the cessation of war demands throws more benzol on the market.

HINDENBURG'S ORDER.

"No U-Boat Murders."

Mr. Charles Tower wrote to the *Daily Mail* from Amsterdam on October 18:—

Tuesday's issue of *Germania*, the Berlin organ of the Catholic Party, publishes an account of revelations made at a meeting of Count Reventlow's "independent committee for German peace terms" on Sunday night. The chairman, Professor Schafer, said that a deputation had an interview with the Chancellor on September 14, when they demanded the immediate opening of a ruthless submarine campaign and "expressed want of confidence owing to the Chancellor's lack of firmness against England and America."

In his reply the Chancellor said that he also considered England the chief enemy, but "for political and military reasons could not yet begin ruthless submarining." He had, he said, been reproached concerning the Kaiser's letter to President Wilson of September 1914 regarding the use by the French of dum-dum bullets. He admitted that this letter was a mistake of the Kaiser's. (Loud and prolonged laughter.) Professor Schafer ended by saying that submarining would be useless unless it began immediately.

Count Reventlow bitterly attacked Herr Helfferich, the Minister of the Interior, and said that the German Government not only deliberately encouraged the publication in Germany of American newspaper protests whenever a ship was sunk in which the United States was interested, "but he would also go so far as to say that the American Press was encouraged by the German Government to publish these protests. Naturally the person of the present Chancellor is important, but it seems to me that its importance is being exaggerated, and we ought not to overlook the person of the present Vice-Chancellor (Herr Helfferich), who is the coming Chancellor."

At the afternoon sitting the greatest sensation of the day was produced. Geheimrath Duisberg appeared and said that he came in an official capacity as the envoy of Field-Marshal Hindenburg.

He was instructed by Hindenburg to inform the meeting that the field-marshal requested it to abandon all agitation for a more ruthless prosecution of the submarine campaign.

Duisberg's words completely changed the tone of the meeting, the subsequent speakers considering that in view of Hindenburg's request they could not press their demand.

Up jumped Count Reventlow, who proceeded to put a new face on the matter. He argued that doubtless Hindenburg was expressing his personal convictions in making this request. But whose fault was it that Hindenburg had these convictions? Why, of course, the Chancellor's "The Imperial Government gave Hindenburg false premises and, as he (Reventlow) believed, deliberately false premises, so as not to endanger the desired rapprochement with England." Hindenburg's request was, of course, based on the fear that some other neutrals, especially the United States, would turn against Germany. "These fears are typical of the weakness of our Government. Therefore the programme must be the continuation of the assault on the Government."

Count Reventlow argued that the best plan for the committee would be to see that reliable material was "got secretly" to Hindenburg. (The German word is zustecken, which practically means smuggling it into Hindenburg's pocket without his knowledge.) He believed that such material, which would combat the Chancellor's view, would be welcome to the heads of the army.

The importance of the main disclosures in this extraordinary debate is clear. It seems evident that the submarining of ships off the American coast was deliberately undertaken to arouse neutral indignation, which would promptly be reflected in the Government Press. It is hardly doubtful that the Dutch steamer Blommersdijk was torpedoed with the purpose of infuriating Dutch opinion, as it did. Similarly the ruthless abandonment of Norwegian crews in small boats in the Arctic is part of the general scheme. If anything could further show up the utter unscrupulousness which characterizes Germany to-day it is this governmental system of employing ruthlessness for a short time simply to produce a certain effect and thus save the Government.

WODEHOUSE CUP.

LADIES' COMPETITION AT FANLING COURSE.

LADIES Foursomes 18 holes Medal Play on big Course at Fanling. No matches will be played on SATURDAYS, SUNDAYS or public holidays.

18 Holes Handicap Medal Play entries close at Fanling and Happy Valley Club House on December 9th.

LADIES' CHAMPIONSHIP.

A Cup has been kindly presented for the above Competition, for the Ladies' Championship of Hongkong, for Members of 16 handicap or under, to be the property of the Lady who wins it three times.

To be played on the big Course at Fanling on week days during January and February. The Final to be played on a SUNDAY.

The winner each year shall play through in the following year.

Players are allowed to pick out of anywhere on the course under penalty of one stroke.

Entries close December 15th at Fanling and Happy Valley Club Houses.

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Hongkong 15th September, 1915.

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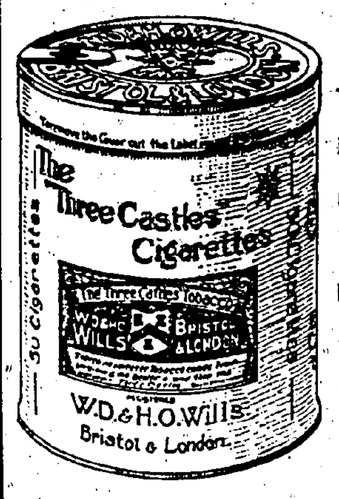

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All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

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The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shameen, Canton, who have been appointed our agents there.

By Order, "HONGKONG TELEGRAPH."

DEATH.

DOWNING.—On November 23rd Gertrude Maud Downing, the dearly beloved wife of T. C. Downing, aged 36.

The Hongkong Telegraph.

HONGKONG, FRIDAY, NOVEMBER 24, 1916.

THE PHILIPPINES.

Statistics do not as a rule appeal to the general reading public, but the figures which we published on Wednesday, in our commercial columns, of the foreign trade of the Philippine Islands disclose a deal that is of more than passing interest. The returns are made up to the end of June last, and they show very material increases both in import and export trade. Taking imports first, we find that the advance over the preceding twelve months totals well over a million dollars gold, this gain being practically entirely credited to America. But the export figures are even better still, and, both in volume and in value, all past records are exceeded. British and French trade has declined, but that, we take it, is a natural consequence of the war, while the same remark no doubt applies to the fact that Japan has stepped in and taken the place of Australia so far as the supply of coal is concerned. Unfortunately, the statistics give no particulars of Japan's trade other than in this respect. Such returns would have been of consuming interest just now.

The facts indicated above reveal the prosperity which has come to the islands under American rule—a prosperity which would certainly never have been registered were the Filipinos governing, or attempting to govern, themselves. When the islands were first taken over by the Americans, it was freely prophesied by the stay-at-homes in the United States that occupation would mean a dead loss to America. How far these narrow-visioned prophets were out in their reckoning, we all know now. American capital has flowed freely into the islands, American trade agencies have established themselves there, trade and industry have made big forward leaps, while the islands as a whole have been improved out of all recognition. And the same process is to be seen in the modern conditions of life which the Americans have, step by step, been instituting in Manila itself and throughout the Philippines generally. American enterprise and capital have done wonders for the islands. But the point naturally suggests itself, especially if the Democrats in the United States are still to direct American external policy, whether the future will witness a continuance of the upward tendency which the past has shown. The Jones Bill contemplates the early handing over of the Islands to the Filipinos, and American business men are confident that, if and when such a step is taken, U. S. capital—or any foreign capital for that matter—will scarcely be disposed to turn its attentions to the islands.

Eventual self-government may be the right thing to aim at in the Philippines, but those who know the Filipinos best do not hesitate to say that they are at present far from fit for it. There are those in high office in the United States who would be quite prepared to see America sever her connection with the Philippines to-morrow, forgetting that by so doing she would be guilty in the eyes of the world of a great wrong in failing to discharge an obligation which she has taken upon herself. America has a mission in the Philippines, but that mission is not, once having given the Filipinos a taste of Western government, to leave them in the lurch to carry along as best they can. Just as foreign capital and business methods are essential to the commercial and industrial progress of the islands, so is the rule, for many years to come at any rate, of an enlightened Western Power.

Jack London.

Men of the stamp of Jack London, whose death Reuter records to-day, are not so plentiful that that the world can afford to take the loss of one lightly. He was but forty at the time of his death, but he had crammed more of incident and of useful experience into those forty years than most people would have contrived to gather in twice that period. It was in the nature of things that a man of his type should adopt the story-writer's craft; but that he should have been so prolific is truly remarkable, in view of the active life which he led. He was one of the few—the very few—to whom success in fiction-writing came early. "The Son of the Wolf" was published when he was still only four-and-twenty, and though it did not "make" him, it set people talking, and piqued their curiosity as to what would be the next move of this clever youth. During the subsequent fourteen or fifteen years he turned out somewhere about forty stories, in addition to a mass of journalistic work; and how he succeeded in doing all this, and doing much of it well, is something of a mystery. Of course there are persons of the Le Queux, Garvice, Oppenheim, etc. type whose output has been even greater, but ninety-nine per cent. of their performances ought, needless to say, to have gone to the dustbin. London's work, on the other hand, was real and strong and original: not a mere hotch-potch, and not a ludicrous blending of the impossible and the hackneyed.

Work that May Last.

He was not, it is true, a Kipling; he was not a Conrad, or even a Morley Roberts at the latter's best; but he was a big man, all the same, and much that he wrote will, in all probability, last—as it deserves to do. He was peculiarly American in his "consuming energy" as well as in his tendency to combine the sentimental and the real. This last trait in him was the means of somewhat spoiling his fine boxing story: "The Game." We have said that his work deserves to endure. It does, if only for the reason that he is one of the few makers of fiction who have scorned to use second-hand characters, situations and conceptions. Five-sixths of the world's fiction is based on the thoughts and experiences of other men; on ideas consciously or unconsciously taken from books instead of from life. It was Jack London's ambition, however, to be an exception to so wide-spread a rule and to give his readers reality: He wrote about what he knew, and resolutely refrained from handling scenes with which he was not more or less familiar. Doubtless he suffered in point of popularity by comparison with the gentlemen—and ladies—whose output is of the churn or mangle order; but his admirers at least have the satisfaction of knowing that his books will still be read and enjoyed when the very names of the "popular" rubbish-manufacturers are forgotten.

A Pro-British Chinese Paper.

A unique step is being taken, by the publication of the new Chinese paper which, as we stated yesterday, is now to appear in Shanghai; for it is the only Chinese paper under British registry. The report states that the capital has been found by Britishers and Chinese, and that "the primary object of the new publication is to further British interests in China and to present to the Chinese reading public British views in general, although it will be in no sense a British organ." It has taken our worthy compatriots a long time to discover that British interests in China are of much account or that the Chinese can be influenced by the press. While Germans have been flooding the country with literature calculated to awaken sympathy with themselves, our own people have done practically nothing, but have been quite content to see the enemy's point of view and the enemy's commercial interests "boosted." Congratulations to the enterprising spirits who have taken the bull by the horns, and may every success attend their sportsmanlike venture.

DAY BY DAY.

HE IS RICH WHO HAS ENOUGH TO BE CHARITABLE—Sir Thomas Browne.

The Mails.

Canadian Mail.—Arrived per s.s. Empress of Asia this morning.

Siberian Mail (London, Oct. 27)—Due per s.s. Luchow to-day.

The Dollar.

The opening rate of the dollar on demand to-day was 2s. 3.9/16d.

To-morrow's Anniversary.

To-morrow is the 59th anniversary of the death of General Sir Henry Havelock.

Examination Successes.

Mr. Fung Hon, interpreter, and Mr. Chan Kwok-ying, both of the Supreme Court, have passed the Interpreters' and Translators' Examination, and have each been awarded a first-class certificate, besides being granted a bonus of $450.

A Natural Disappearance.

A passenger from the P.M.S., who is now living at Wing Shing Street, has reported to the Police that he and six others entrusted a man with $1,266, Singapore currency, to get changed into Hongkong subsidiary coins. The man went away with the money, and has not been seen since.

The National Mission.

H. E. Mr. Claud Severn is to read a paper on "The National Mission" at a meeting of the Cathedral Branch of the Church of England Men's Society, on Monday next at St. Paul's College, commencing at 8 p.m. Dr. Earle, will preside and a large attendance of members and friends is anticipated.

Not Quick Enough.

Going into a shop at Wanchai on the pretence of wanting to buy some clothes, a man waited until the shopman's back was turned and then stole a sewing machine shuttle. He was caught, and, when charged before Mr. F. A. Hazeland at the Magistracy this morning, said he had only come down from Canton the previous day. He was sent to prison with hard labour for a month.

Alleged Dock Theft.

Mr R. C. Faithfull appeared at the Police Court this morning to defend a man who was charged with stealing a quantity of lead and a brass lock, the property of the Kowloon Docks. The man's excuse was that he was given the materials to take to the s.s. Yuensang, and was taking them there when he was arrested. A remand until Tuesday morning next was granted, bail being fixed at $50.

A Useless Struggle.

A Chinese, with a very much torn jersey on, was before Mr. J. R. Wood, at the Police Court this morning, charged with the theft of $20 in small money. The facts were that defendant went to the first floor of 4, Kew Street and stole the bag. Chase was given by the occupier, and, in the struggle which ensued after defendant was caught, his jersey was sadly torn. He was sentenced to three months' hard labour.

"The Court Set at Defiance."

In the Summary Court this morning, before Mr. Justice Gompertz, when a case had been called, Mr. Faithfull said it looked as though they were going on from week to week and never getting any nearer the end. Mr. Haywood was always saying he would supply particulars, but he never did it. The claim was only for $5, and made the whole thing a farce. The Court was set at defiance. His Lordship said that if particulars were not supplied in a week he would strike the case out.

The Late Mrr. Downing.

The many friends of Mr. T. C. Downing, manager of the Chartered Bank in Hongkong, heard with keen regret yesterday of the bereavement which he has sustained by the death of his wife at the early age of 36 years. The deceased lady, who was a daughter of Mr. Bisney, succumbed suddenly yesterday to heart disease, at her residence. She only recently returned from Home. Deep sympathy is felt for the bereaved husband and relatives in the loss which they have been called upon to bear.

KISMET. THE CURE FOR ALL ILLS—KISMET.

A PUBLIC NUISANCE?

Window Attraction which Drew Crowds.

A case very interesting to shopkeepers was before Mr. J. R. Wood, at the Police Court this morning, the Sun Company, of Des Vœux Road Central, being summoned for causing an obstruction. The summons stated that the firm had committed a public nuisance by exhibiting a lantern with moving figures in their shop window, thereby causing crowds of people to collect and obstruct the footpath and roadway.

The Hon. Mr. C. McI. Messer, C.S.P., appeared to conduct the prosecution, and Mr. E. Davidson defended.

Mr. Davidson first objected to the form of the summons, saying that the Manager was summoned, whereas there were three managers. As the offence was an indictable misdemeanour, he wanted to know who was summoned. If the case was going to be summarily dealt with, it did not much matter.

Mr. Wood indicated that the case would be dealt with by him; and Mr. Davidson said the Chief Manager was Choy Chung.

Mr. Davidson asked for an adjournment, saying the summons had only been issued since the commencement of this week. The case could not be finished this morning with all the other cases. Their position was that what had caused the obstruction was the perfectly legitimate use of their premises for business purposes. If it were found that it was a public nuisance, they would undertake to abate it, but they were not prepared to abate it without a proper decision, and they therefore pleaded not guilty. They wanted the matter tried. It was a serious matter, because that same thing was being done by all the large shops all over the world. If the result was a breach of the law, they were prepared to undertake that it would be abated.

Mr. Messer said that the crowd was a serious matter, and the longer the case was adjourned the longer would the nuisance go on. They had the whole of the Police Reserve there clearing the people off one day, and it took two hours to do it. He went there the other day, and the same thing was going on.

Mr. Davidson said the figure had been used for three years now.

Mr. Messer denied this, and said that it was only recently that the matter had got so serious.

Mr. Messer said he would not object to an adjournment if Mr. Davidson would give an undertaking that the matter would not go on until the case was up again.

Mr. Davidson said he had not been instructed as regards any undertaking like that.

Mr. Messer said the case was a short one. It was a matter of the personal convenience of one solicitor against the convenience of His Majesty's subjects.

Mr. Davidson:—I think Mr. Messer is putting the case rather high.

His Worship:—I think so.

The case was adjourned until Monday next at noon.

LANGKAT OUTPUT.

Messrs. Benjamin and Potts advise us that the Langkat output is as follow:—

Nov.	1	... ...	Tons	103
„	2	... ...	„	102
„	3	... ...	„	112
„	4	... ...	„	115
„	5	... ...	„	107
„	6	... ...	„	121
„	7	... ...	„	129
„	8	... ...	„	108
„	9	... ...	„	108
„	10	... ...	„	107
„	11	... ...	„	115
„	12	... ...	„	116
„	13	... ...	„	105
„	14	... ...	„	91
„	15	... ...	„	109
„	16	... ...	„	104
„	17	... ...	„	89
„	18	... ...	„	112
„	19	... ...	„	115
„	20	... ...	„	97
„	21	... ...	„	90
„	22	... ...	„	107
„	23	... ...	„	101
Total to 22nd inst.				2,463
Daily average				107.13

CHINESE CONTRACTOR CHARGED.

Approved Plans Departed From.

The case of a Chinese contractor infringing the conditions of a set of approved plans was before Mr. J. R. Wood, at the Police Court this morning. The man is engaged in building some houses at Wong Nei Cheong Road, and has committed three breaches of the conditions.

The case was conducted by Mr. Vergette, of the P.W.D., who stated that the first infringement was that defendant had not used triangular wire mesh in the re-inforced concrete of the verandah. That was stipulated, but he had instead used iron bars of 3-16th. inch diameter and had placed these 15 inches apart. If iron bars had been passed at all, it would have been stated that they should have been of one-half inch diameter, and only six inches apart, with transverse bars of the same thickness 18 inches apart. The second charge was for using inferior material. That referred to a steel joist, six inches by three inches, used to support the verandah. That should have been one complete joist, but the defendant had used two pieces and had joined them together by two small pieces of iron, as belting. That materially weakened the joist. The third offence was that defendant used inferior materials in a projection all round the house. The projection was for ornamentation purposes outside, and for the support of the floors inside. It should have been of cement mortar, with three parts of sand to one of cement. As a matter of fact, it was composed of red earth, sand and only a sprinkling of cement.

Defendant said that he informed the owner that he was going to use the bars instead of the mesh, and explained that the second offence was due to the fact that the joist was short and so he had to put another piece on to make it long enough. He maintained that the projection was made of cement mortar.

Mr. Vergette said that since Mr. J. Caer Clark, architect, had been supervising the work some of the bad work had been pulled down.

His Worship adjourned the case for a fortnight to see how much progress had been made in putting the wrong things right.

POLICE RESERVE ORDERS.

Orders issued to-day by Mr. F.C. Jenkin, D.S.P. (Reserve) state:—

Commendation.

P.C. 228 Wong Chung-yau is commended by the Captain Supt. of Police for plucky conduct whilst on duty on the 13th instant.

Parades.

Monday, Nov. 27.—No. 3 Company under Company Commander. No. 4 Company (except Recruits) under the Sergeant Major.

Tuesday, Nov. 28.—All Recruits of Nos. 1 and 2 Platoon, No. 2 Company and No. 4 Company. Crown Sergeant Wilks and the Company Sergt.-Major respectively will warn their men.

Wednesday, Nov. 29.—Maxim Gunners.

Thursday, Nov. 30.—Ambulance Company under the Sergant Major.

Nos. 3 and 4 Companies.

The following appointments are made:—Inspector Un will command No. 5 Platoon, Inspector Tape will command No. 6 Platoon, Inspector C. C. Moon will command No. 7 Platoon.

Water Police.

P. C. 768 Tolly is transferred from No. 1 Section to the Water Police as from December 1, next.

Joined.

No. 2 Company, No. 6 Section-P.C. T. J. Reus.

No. 2 Company, No. 8 Section-P.C. B. P. Esquse.

Winter Uniform.

Members of No. 2 Company whose numbers were taken on parade on Tuesday, Nov. 21, as requiring alterations made in their uniform, may have same done at Noordin's.

Invalided.

P. C. 722 Goldring is invalided out of the Police Reserve Force.

EUROPEAN CYCLIST'S MISHAP.

A Sequel in the Police Court.

Late Wednesday night, Mr. J. Carr, an engineer in the employ of the Hongkong Electric Company, was riding home on his bicycle along the Praya East when he ran full speed into a projecting gangway plank of a junk which was moored alongside the Praya. As the result, Mr. Carr sustained several bruises and the bicycle frame was badly damaged. It was found that the plank of the junk was jutting out about six feet into the roadway, and, in consequence, a summons was taken out against the junkmaster for obstruction.

This summons came on for hearing at the Police Court this morning, before Mr. F. A. Hazeland. Mr. W. E. L. Shenton appearing to prosecute.

Defendant did not appear, and his Worship ordered that the bail deposited be estreated.

Just as the case was so disposed of, Mr. Otto Kong Sing arrived and said he had been instructed to appear for the defence. He asked for the bail to be restored and the case to be heard.

This was granted, and a remand was ordered for Tuesday next.

THE LAOHSIKAI AFFAIR.

Alleged Settlement.

The situation created by the Laohsikai affair at Tientsin, says the *Peking Gazette*, is to be settled immediately in terms that do every justice to the Chinese view of the affair and at the same time witness to the loyalty of the French authorities to the principles of international dealing which M. Briand has lately reaffirmed in the name of France in language at once memorable and splendid. We never doubted, says our contemporary, that the French Authorities here and at home would eventually realise that a mistake had been made in resorting to extra-diplomatic action in connection with the question of the extension of their Concession in the port. We are prepared to believe that the course taken was largely influenced by the belief that the opposition of the Chinese population in Tientsin to the extension was not spontaneous, although a competent valuation of the available evidence on the point would have revealed the fallacy of the French theory.

It is, however, satisfactory to learn that there is now no disposition to question the accuracy of the Chinese view that the extension was and is the subject of a local opposition which is indubitably real and intense. This being so, it is equally satisfactory to hear that a member of the French Legation called at the Chinese Foreign Office and intimated the intention of the French Authorities to revert to the status quo agreeably to the wishes of the Chinese Government, i.e. the Chinese police are to be reinstated on the area.

It seems to us that the happiest solution would be to open the area as a commercial port, under Chinese jurisdiction, to foreigners of all nationalities, somewhat along the lines of what has been established at Tsinanfu in Shantung. We may add that a proposal in this precise sense was made to the French Authorities in the late Spring when it became clear to the Chinese Authorities that local opposition to the extension rendered the same impracticable. The proposal was refused at the time because the French authorities did not appear to believe in the genuineness of the local opposition. Now that events have unmistakably proved the solidity of this opposition, it is to be hoped that the proposal will commend itself to the French authorities.

By the "Empress."

The passengers arriving by the Empress of Asia to-day included Mr. and Mrs. J. Reid, Mr. J. W. Bolles, Mr. D. Burlingham, Mr. A. G. Coppin and Mrs. H. [illegible] Mody.

THE LATE CAPTAIN BOELCKE.

On Himself and British Airmen.

Captain Boelcke, of the German Imperial Flying Corps, who was lately killed at the front, after a brilliant career as an airman, some time ago granted an interview to a representative of the *New York World* in which he discussed not only his own methods, but also those of the British airmen, whom he had so often met in aerial combat. He said:

My twentieth victim was Captain Wilson, of the British Royal Flying Corps, attached to a division stationed near Poziores. Wilson was flying over the German lines when I rose to meet him. I not only contrived to outguess him by divining his intentions, but was also lucky enough to outmanœuvre and out-shoot him. The Englishman dropped to the ground safely, landing with a broken propeller, while I came down in his immediate proximity.

As Wilson surrendered he asked for the name of his captor. "Boelcke," I replied. The chagrin and humiliation of defeat and capture disappeared for a moment, as the Englishman put out his hand. As I shook it my prisoner said "If I had to be shot down, I'm pleased that it should have been by so good a man."

Wilson was sent back to Cambrai, and the next day I invited him to lunch at the officer's mess. The captured flyer expressed his appreciation of the exceptional treatment he had received and told of the high regard in which the English held the German flyers. That night he was sent to a German prison camp.

Only two of the twenty enemy airmen I have fought, unfortunately, lived after the fight. They all fought so well I was sorry luck was against them. I think most of the eighteen were killed by bullets from my machine, or died in the fall, a few meeting death in smashing on the ground. One Englishman, Wilson, and one French officer remained alive; the others died for their countries.

As to the comparative merits of the English and French flyers, I have noticed no great difference. Both are courageous and skilful, with perhaps a distinction to be observed in the spirit animating them, the English never lacking the inexplicable spirit of sport, while the French take it fatalistically, with the grimmest earnestness. Flying to us is a duty, not a sport, as most Englishmen take it to our bewilderment.

The London papers have credited me with saying I used to live in America where I was a lift-boy and got my flying experience in that way. I was never in America and never happened to be a liftboy. I lived in Dessau, did some flying just a few months before the war began, liked the work, and when called out went into the flying branch.

I was first an observer, later a pilot, and was shifted, because of my steady eye and sure nerves, into the fighting detachment, in which division I do nothing but fight off enemy aeroplanes scouting over the lines or go to the relief of my own people attacked on observation duty. I always fly alone. There is an observer's seat in the machine, but he never fills it. In fact, most of the German fighting flyers travel alone to minimise the risk, and by engaging the enemy give the observation machines a chance to get back with their information.

The English say the German fighters and observers almost never cross their own lines but fly over their own troops.

That is not true as regards the observers. They have done much good work over the enemy's forces, but it used to be true in part about the fighters. It was due at first to the fact that there were several parts of our new Fokkers we wanted to keep secret; second, because it was important that we should remain on guard in our own territory to prevent the enemy observers from gaining information.

Of late circumstances changed, and we fly everywhere. Obviously it always is the best tactics to bring your man down behind your own lines so he can be made a prisoner if alive, and his machine kept from the enemy for repair. But each follows a fight through now, no matter where it takes us.

I use no special formula, except to try to get my man before he gets me. Almost all the fighting aeroplanes are similarly rigged, with a machine gun fixed in front of the pilot. Being stationary, it is necessary to bring my gun into position.

I have had five machines smashed under me, but always vol-planed to earth successfully. My favourite machine has the lines of a bird. Even close at hand it looks tiny, being much smaller than the English or French ones.

On the day following my twentieth prize two of my companions were killed trying to stop an English raiding party of eight aeroplanes that flew over the German lines bombarding railroad stations. The fight was at 5.30 in the afternoon, and showed the exceptional courage of the Germans in taking on a fight with such a superior force.

I hope to see you again in happier times. We Germans don't want to fight, but so long as we are forced to, you may be sure we will, and fight so we shall never be beaten. This thought and certainty is in every German's bosom.

GERMAN ANTI-WAR LEAFLET.

Workers Misled, Wronged and Starving.

A Socialist anti-war leaflet, entitled "Hunger," is being circulated broadcast in Germany. It is remarkable for its bitterness and its language of frank incitement. Evidently it is being distributed widely among the troops, for the copies of it that have reached Holland are all from soldiers. The copy of the leaflet was brought to a Dutch newspaper by a deserter. Another was thrown over the wire entanglements along the Dutch frontier by a German soldier recently returned from leave.

The leaflet, which is printed on lurid red paper, reads as follows:—

"What was expected, has come—Hunger! In Leipzig, in Berlin, in Charlottenburg, in Brunswick, Magdeburg, Koblenz and Osnabruck, as well as in many other places, disorders caused by the hungry masses have occurred before the shops dealing in foodstuffs. And those responsible for this state of things have no other remedy for the hungry masses than—a state of siege, police-swords and military patrols.

"Herr von Bethmann-Hollweg blames England for the evils at present existing in Germany, and the advocates of the continuation of the war to the bitter end as well as the supporters of the Government, repeat this prattle. Nevertheless, the German Government must know that this state of things was bound to come about. War against Russia, France, and England was bound to lead to the isolation of Germany.

"Our war-makers lament that degenerate enemies have "blockaded" us. But why pursue such a course in politics as will inevitably lead to a blockade?

"This criminal provocation of the world-war was followed by further blunders. The Government has done nothing to prevent the present starvation of the masses. Why has it done nothing? Because the Government clique, the capitalists, the Junkers speculators in foodstuffs, do not suffer as the masses of the people suffer. On the contrary, they grow richer through the hunger of the people.

"If from the outset of the war serious measures had been taken to prevent hunger and misery, the gravity of the situation would have been revealed to the blockaded masses, and thus enthusiasm for the war would have soon cooled. Meanwhile the masses of the people were benumbed by Victories and Triumphs, though all the time they were being delivered into the hands of agrarian and capitalist food exploiters.

"With the cry of 'Hold through' (Durchhalten), by which the Schiedemann group and its supporters are rendering great service to the Government, an attempt was made to cause the masses to lose their cool common-sense. The ruling classes do not wish to give up their mad plans as to annexation of territory, and the people are defrauded into the belief that, if Germany can dictate peace terms her influence in future will be predominant.

"We have been told lies as to the German U boats cutting off England's supplies; and that England will be brought to her knees and the war thus ended. These are fairy tales only fit for ears of little children. The submarine warfare only makes fresh enemies for Germany, and it is impossible to cut off England's supplies, even if Germany had ten times as many submarines as she at present possesses.

"Further, we were told that the attack on the Balkans would give Germany a chance of relieving the situation, as Turkey would be able to supply abundant foodstuffs. This was a deliberate lie, because all who are well informed know quite well that Turkey cannot supply anything, there being a lack of food both in Constantinople, and on the coast of Asia Minor, in consequence of which the Turkish Government cannot even feed its Army.

"Now they would console us with the prospect of the coming harvest; all our misery will end immediately the corn is gathered. This also is a deliberate misstatement, and a simple calculation will prove it so. In the course of 22 months of war the produce of two harvests has been consumed besides great quantities of cattle, fodder, sugar, and other foodstuffs, which had been accumulated prior to the outbreak of war. Besides all this there was also what could be requisitioned in the occupied territory of Belgium, Northern France, Poland, Lithuania, the Baltic Provinces and Serbia, and also foodstuffs imported from Holland and the Scandinavian countries.

"Now there is nothing more. The occupied countries are depleted to the utmost, people are already dying of starvation in Poland and Serbia. Neutral countries are also closing their frontier, as they are themselves beginning to suffer from lack of food. Our home harvest cannot supply very much on account of the fields having been insufficiently tilled through deficiency of labour, of manure, and of seeds. The quantity of cattle available for food is small. It is now too late for the food dictator to provide for equitable distribution. The foodstuff exploiters have accomplished their work. Even if constrained they could do nothing, for there is not now sufficient food to distribute to satisfy the people.

"This is the plain truth. The people have been incited to war, in consequence of which supplies have been cut off. Capitalist criminals, with the connivance of the Government, have done the rest.

"What is to be expected in the future? We may carry on the war for half a year or a whole year longer, but meantime the people will slowly die of hunger, in which event the coming generation will be sacrificed.

"Men and women of the wage-earning class, it is with us that the responsibility lies! One way or the other! Either the masses of wage-earners will persevere in their stupid stolidity, the consequence of which will be a long process of misery, disease and death; or the wage-earners will exert themselves and refuse their services to the Government and the ruling classes, forcing them to make peace. There is no other way out. We must act! Come forth, men and women! Let your will prevail!! Down with the war! Long live the international solidarity of the wage-earning classes!"

America's Little War.

Washington, November 16.—A plan for the withdrawal from Mexico of the force under General Pershing is being devised at the suggestion of the Mexican members of the joint commission and it is expected that the details will be announced on Saturday of this week.

DAIRY FARM NEWS.

JUST ARRIVED

NEW SHIPMENT OF

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FINNAN HADDOCKS,

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KIPPERS.

CRICKET.

Civil Service v. The University.

The following will represent the Civil Service Club on their ground at 2 p.m., to-morrow:—H. E. Mr. C. Severn, R. C. Witchell, C. J. Tacchi, C. Sara, E. W. Dawson, R. Bearne, S. E. Alderman, R. Wood, A. Mann, P. T. Lamble and E. W. Hamilton (Capt).

Craigengower v. Kowloon.

The following will represent Craigengower in a match against Kowloon to-morrow, on the latter's ground, commencing at 2.15 p.m.:—L. A. Rose, R. G. Southerton, R Pestonji, R. Bass, J. D. Noris, S. Jex, D K. Kharas, F. Thompson, B. W. Bradbury, A. Mann and F. Schnepel. Reserve:—J. F. Grose.

Kowloon will be represented by:—W. L. Weaser, H. Overy, F. W. Wood, B. D Evans, C. J. Stapleton, H. S. Rouse, A. E. Silkstone, A. E. Schulz, A. R. F Raven, C. Mycock and F. Travers.

A NEW TRIPLE ALLIANCE.

Germany's Dream.

A New York telegram to the *Asahi* states that Mr. Bayard Swope, special correspondent of the *World*, who recently returned from a tour in Germany, publishes an article in the New York journal with regard to the conclusion of a new triple alliance after the restoration of peace. According to Mr. Swope a large number of German statesmen and other publicists seem to believe in the possibility of a triple alliance among Germany, Russia, and Japan, after the cessation of hostilities, for the achievement of a common object. Even such men as Delbruck, Ballin, and other influential men who have been formerly advocating a rapprochement between Germany and Great Britain, are now convinced of the impossibility of the realisation of such a scheme, owing to the war, and are now inclined in favour of a military and commercial alliance with Russia and Japan.

Probably it is in pursuance of this policy that Germany is already studying means of approaching Russia, while the German authorities are paying careful attention to the Press, so that they may not publish anything that will offend the feelings of Japan. In consequence of this official precaution, articles in the German journals about Japan are almost entirely on the lines of pointing out that she is not adopting any aggressive measures against Germany.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 6 p.m. yesterday:—

Typhoon in about 114 degrees Long. E and 14 degrees Lat. N. moving W.N.W.

THE NATIONAL MISSION.

Introductory sermons will be preached on Sunday next as follows:—

St. John's Cathedral, morning, the Rev. A. D. Stewart.

St. John's Cathedral, evening, the Bishop of Victoria.

St. Andrew's, Kowloon, morning, the Bishop of Victoria.

St. Andrew's, Kowloon, evening, the Rev. A. D Stewart.

Mr Stewart will give a course of addresses on "Stages in the Christian Life" at St. Andrew's, Kowloon, daily during next week, from Monday to Friday, at 6.30 p.m.

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in a backache. It may be serious, particularly with women. In all events it is sure to handicap your activities, at work or at play. There is no need to suffer.

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For	Steamers	To Sail On	Remarks
SHANGHAI, Moji and Kobe	NANKIN Capt. G. Manley	4 p.m. 27th Nov.	Direct Service.
LONDON & B'bay via S'pore, P'ang, C'bo, Port Said & Marseilles	MALTA Capt. C. H. Cochrane	noon 1st Dec.	Connecting at Colombo with Mail Steamer MALWA.
SHANGHAI, Moji and Kobe	NOVARA Capt. H. R. Hetherington, R.N.R.	about 8th Dec.	Direct Service.
LONDON via Singapore, P'ang, C'bo, Port Said and Marseilles	NANKIN Capt. G. Manley,	noon 15th Dec.	Direct Service.

WIRELESS ON ALL STEAMERS. Return tickets at a fare-and-a-half available to Europe for two years, or Intermediate Ports for six months. Round the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS apply to

E. V. D. Parr,
Acting Superintendent.

P. & O. S. N. Co.'s office,
Hongkong, 2nd Nov., 1916.

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EMPRESS OF ASIA	30 Nov.	EMPRESS OF ASIA	15 Feb.
EMPRESS OF RUSSIA	28 Dec.	EMPRESS OF RUSSIA	15 Mar.
Empress of Japan	10 Jan.	Empress of Japan	28 Mar.
Monteagle	3 Feb.	Monteagle	14 Apl.

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The S.S. "Shirala," tons 5,306, Capt. A. J. Terry, will be despatched for Shanghai, Kobe & Moji on the 26th instant.

WESTWARD.

The S.S. "Gregory Apcar," tons 4,604, Capt. H. G. Ellis, will be despatched for S'pore, Penang, Rangoon & Calcutta on the 25th inst.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

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Hongkong, Nov. 24, 1916.

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Subject to Alteration

Destination.	Steamers.		Sailing Date
L'DON via Singapore, Malacca, Penang, Colombo, Delagoa Bay, Cape Town, Tenerrife	§Katori Maru		SATUR., 9th Dec. at noon.
	Capt. B. Kon	T. 21,000	
VICTORIA, B.C., and SEATTLE via Shanghai, Moji, Kobe, Nagoya and Yokohama	§Kamo Maru		TUES., 28th Nov., at noon.
	Capt. R. Shimidsu	T. 16,000	
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	§Tamba Maru		SATUR., 16th Dec., at noon.
	Capt. Akamatsu	T. 12,500	
	§Shidzuoka Maru		WED., 3rd Jan., at noon.
	Capt. Noma	T. 12,500	
CALCUTTA via S'pore, Penang & Rangoon	§Tango Maru		TUES., 12th Dec., at 4 p.m.
	Capt. Soyeda	T. 13,500	
	§Nikko Maru		FRI., 12th Jan., at 4 p.m.
	Capt. R. Takeda,	T. 9,600	
BOMBAY via S'pore, Malacca & C'bo...	Ceylon Maru		TUESDAY, 28th Nov.
	Capt. B. Tsuda	T. 10,000	
SHANGHAI and Kobe	Rangoon Maru		SUNDAY, 26th Nov.
	Capt. Kobayashi	T. 8,000	
	Penang Maru		FRIDAY, 24th Nov., at 7 am.
	Capt. Kushibiki	T. 10,000	
SHANGHAI, Kobe and Yokohama			
NAGASAKI, Kobe and Yokohama	§Nikko Maru		MON., 11th Dec., at 10 a.m.
	Capt. R. Takeda	T. 9,600	
SHANGHAI, Kobe and Yokohama	§Mishima Maru		MON., 27th Nov., at 10 a.m.
	Capt. S. Nishimura	T. 16,000	

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Steamer.	Displacement Tons & Speed	Leave Hongkong
Korea Maru	18,000 - 18 knots	22th Nov. at noon.
Siberia Maru	18,000 - 18 knots	13th Dec.
Tenyo Maru	22,000 - 21 knots	19th Dec.
Shinyo Maru	22,000 - 21 knots	17th Jan. 1917.
Persia Maru	9,000 - 14 knots	27th Jan.

1st class to London G$348. (£71.10.0), return G$699. (£143).
" to San Francisco G$250. return G$437.50.

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*For this voyage the Persia Maru will call at Honolulu.

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Steamer	Tons & Speed	Leave Hongkong
Kiyo Maru	1,720 - 14 knots	9th Jan., 1917.

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Telephone No. 291.

JAVA PACIFIC LINE

OF THE
JAVA-CHINA-JAPAN LIJN.

Monthly Service between
NETH. INDIA, MANILA, HONGKONG AND SAN FRANCISCO.
Next sailings for SAN FRANCISCO via NAGASAKI.
Subject to change without Notice.

S.S. Tjikembang 12th Dec. | S.S. Tjisondari 11th Feb.
" Arakan 11th Jan.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

The steamers have accommodation for a limited number of saloon passengers and carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.

For particulars of Freight and Passage, apply to:—

JAVA-CHINA-JAPAN LIJN.
Managing Agents.

Hongkong, York Buildings.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

S.S. CHINA

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU TO SAN FRANCISCO.

JANUARY 27, APRIL 11, JUNE 23, 1917.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. H RITTER, Freight and Passenger Agent,
Prince's Buildings, Ice House Street

R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

For	Steamer.	Date of Departure
GENOA	Merionethshire	end of November,

TRANS-PACIFIC SERVICE.
SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & CO., LD.
Agents.

Telephone No. 215, Sub. Ex. No. 10.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.		To Sail.
SHANGHAI	Anhui	26th	Nov. at d'light.
TIENTSIN	Kueichow	26th	Nov. at 4 p.m.
MANILA, CEBU & ILOILO	Taming	28th	Nov. at 4 p.m.
SHANGHAI	Luchow	28th	Nov. at 4 p.m.
H'HOW, P'HOI & H'PHONG	Kaifong	29th	Nov. at 10 a.m.
SHANGHAI	Shantung	30th	Nov. at 4 p.m.
SHANGHAI	Yingchow	3rd	Dec. at d'light.
MANILA, CEBU & ILOILO	Tean	5th	Dec. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

☞ MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming," and "Tean." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Tean."

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.

☞ S.S. "Anhui," "Chenan," "Luchow," "Yingchow," "Shantung," and "Sinkiang," with excellent accommodation, electric light and fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freights or Passages apply to

BUTTERFIELD & SWIRE,
Agents.

Telephone No. 36.
Hongkong Nov. 24, 1916.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
JAVA CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjimanoek*	JAVA	29th Nov.	6th Dec.	SHANGHAI
Tjilatjap ...	JAVA & MAKASSAR	27th Nov.	4th Dec.	KOBE
Tjikini .....*	SHANGHAI	7th Dec.	9th Dec.	JAVA

* Wireless Telegraphy.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
York Building.

Telephone No. 1574.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA.

(SUBJECT TO ALTERATION WITHOUT NOTICE.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Eastern	6th Dec.	26th Dec. at 11 a.m.
St. Albans	6th Jan.	27th Jan. "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

All Steamers Fitted with Wireless Telegraphy.

For further particulars, apply to

Gibb, Livingston & Co.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for first Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.
(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.	
Haihong...	J. W. Evans ...	FRI.,	24th Nov. at 11 a.m.
Haitan.....	A. H. Stewart...	FRI.,	1st Dec. at 11 a.m.

FOR SWATOW.

Haitan.....	A. H. Stewart...	TUES.,	28th Nov. at 10 a.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,
General Managers.

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration).

For	Steamship			On
MANILA	Yuensang*	Sat.,	25th	Nov. at 3 p.m.
SHANGHAI via Swatow	Choysang†	Sun.,	26th	Nov. at d'light.
TIENTSIN via W'wei	Cheongshing	Sun.,	26th	Nov. at d'light.
S'PORE, P'ang & C'cutta	Laisang*	Tues.,	28th	Nov. at noon.
S'HAI, Kobe & Moji	Namsang†*	Fri.,	1st	Dec. at d'light.
SHANGHAI	Wingsang	Fri.,	1st	Dec. at d'light.
HAIPHONG	Loksang	Fri.,	1st	Dec. at 7 a.m.
MANILA	Loongsang*	Sat.,	2nd	Dec. at 3 p.m.
SHANGHAI	Yusang†	Sun.,	3rd	Dec. at d'light.
SANDAKAN	Mausang†	Wed.,	6th	Dec. at noon.

Return Tours to Japan.

The steamers Kutsang, Namsang, Laisang and Fooksang, leave about every 2 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Yatshing and Kumsang leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin, Dairy, Weihaiwei.

‡ Taking cargo on Through Bills of Lading to Kudat, Lahad Data, Simporna, Tawao, Usukan, Jesselton and Labuan.

Under Straits Government Passport Regulations.

All European Passengers leaving the Colony for Straits Settlements are required to produce, on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or Passage apply to

JARDINE, MATHESON & CO., LTD.
General Managers.

Telephone No. 215.

COMMERCIAL NEWS.

America and China Trade.

It is reported from Washington that the bureau of foreign and domestic commerce has taken steps to consolidate American trade efforts in China. The Commercial Attache, Mr. Arnold, assigned to Peking, who has been conducting a China trade campaign on the Pacific coast, was ordered to return to Washington before proceeding to his post. He will supervise the organisation of a Chinese-American Chamber of Commerce, which is expected to give great impetus to America's trade with the Far East. Already Mr. Arnold has organised several Chinese societies and trade clubs in American cities, which will form the nucleus.

A New Rubber Flotation.

The prospectus has just been issued of the Jelei Rubber Estates, Ltd., a new flotation with an authorised capital of $150,000, divided into 25,000 shares of $10 each, formed to acquire and plant with rubber 1,140 acres of land in Negri Sembilan. The present issue is of 15,000 contributory shares of $10 each payable $1 on application, the balance in calls of fifty cents on Jan. 1st, 1917, and at intervals of three months thereafter. The directors are the Hon. Mr. Eric Macfadyen, the Hon. Mr. A. K. E. Hampshire, Mr. J. Murray, Mr. James Rea and Mr. J. A. Russel. The issue it is thought should suffice to plant up 700 acres, bring into bearing the first planted area and to provide necessary factory buildings and hand machines. After the end of 1920, it is anticipated that the estate should be self-supporting. The land to be acquired is situated on the Kuala Jelei Road in the Kuala Pilah District. Mr. G. F. Richardson, late of Bukit Kiara Estate, has already been appointed Resident Manager.

Shanghai Piece Goods.

Shanghai, Nov 18.—The outstanding feature of the week is that business has been brought to a practical standstill on account of the shortage of silver, China having exported more than was good for her. The result has been that during the past few days native interest for day to day requirements has advanced to about 25 per cent. and there is little hope that the situation will be relieved until the metal is added to by importations which, it is believed, are coming. At such rates clearances have been stopped to a great extent. So "money tightness" in the native market may be said to have upset things all round and to have brought out a lot of resales. On the average prices are down all round at this week's auctions.—Kungping:—At this opening auction of the week everything was slightly lower, the only redeeming feature being yellow bordered venetians which were fairly well maintained. In other blacks, and fancies, the decline was more marked than in staples.—Ewo:— Here, also, excepting for a slight improvement in venetians, all lines were down one to two per cent. on the average.—Yuenfong:—Native interest was advanced to close to 25 per cent. on Thursday when this auction was held and as a consequence prices were depressed further. Greys were a ½ mace lower, whites one to two candareens down, and blacks, taken all round, ¾ mace lower. Quantities remained about the same as last week, greys and blacks having been increased by about 30 packages while whites were reduced by about 60. The general tone of the market is good in spite of the depressed prices; in the outside markets prices are very steady and dealers are not giving way although merchants are asking for reductions, which they are not getting on account of the rise in exchange.

Chinkiang Shipping.

The total of the shipping which entered and cleared at Chinkiang during the quarter which ended in June 1916 was 1,424 vessels of 1,741,691 tons, which was a decrease of nine vessels and 35,818 tons over the same quarter the previous year. Of the total twenty-five vessels of 4,336 tons were ocean steamers, which was a decrease of six steamers and 26,111 tons, and 966 vessels of which 1,687,876 tons were river steamers, which was an increase of four steamers but a decrease of 13,572 tons over the same periods in 1915. The percentages of the total were 42.3 British, 31.5 Japanese, 24.6 Chinese and 0.7 American and German.

THE ATLANTIC [illegible]
Chefoo [illegible]

SHIPPING.

KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO.)

The S.S. "'s. JACOB."

This vessel plies regularly between HONGKONG & BELAWAN DELI (Sumatra) via Swatow.

Next departure from Hongkong, November 27, 1916.

This vessel has excellent saloon accommodation for a limited number of passengers, is fitted with all modern conveniences and carries a duly qualified surgeon.

For freight and passage apply to:—

York Building. Tel. 1574.
Hongkong, 20th Nov., 1916.

JAVA-CHINA-JAPAN LIJN.
Agents.

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

Operating the new First Class Steamers
"ECUADOR," "VENEZUELA and "COLOMBIA."
14,000 tons Each.
Hongkong to San Francisco,
via Shanghai, Kobe, Yokohama and HONOLULU.

THE SUNSHINE BELT.

The most Comfortable Route to America and Europe.

Sailings from Hongkong.

s.s. "VENEZUELA" December 9.
s.s. "ECUADOR" December 30.
s.s. "COLOMBIA" ... ...

These steamers have the most modern equipment including ALL LOWER BERTHS and Large Comfortable Staterooms (all single and two berths only).

The Safety and Comfort of Passengers is our First Consideration.
For further information, rates, literature, schedules etc., Apply to:— Company's Office in ALEXANDRA BUILDINGS, Chater Road.

Telephone No. 141.

NOTICES.

WELLS FARGO & CO.

EXPRESS.

FORWARDERS TO ALL PARTS OF THE WORLD. SPECIAL ATTENTION GIVEN TO THE SHIPPING OF TOURISTS' BAGGAGE AND PURCHASES. TRAVELLERS' CHEQUES CASHED.

B. MONTEITH WEBB & CO., Representatives.
1a, Chater Road. 'Phone No. 1500.

THOS. COOK & SON.

Tourist, Steamship and Forwarding Agents, Bankers, etc.

OFFICIAL PASSENGER AGENTS TO THE PHILIPPINE GOVERNMENT

TICKETS SUPPLIED to ALL PARTS of the WORLD at Tariff Rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
BAGGAGE collected, forwarded and insured at lowest rates.
Cook's "FAR EASTERN TRAVELLER'S GAZETTE," containing Sailings and Fares from the Far East to all parts of the World will be forwarded free on application.

Telegraphic address "COUPON." THOS. COOK & SON.
Telephone No 524. 16, Des Voeux Road, HONGKONG,

also SHANGHAI, PEKING, YOKOHAMA, MANILA.
Chief Office—LUDGATE CIRCUS, LONDON, E.C.

E. HING

WING WOO STREET

SHIP CHANDLERS & GENERAL STOREKEEPERS.
STEEL, IRON, BRASS & METAL MERCHANTS.
WHOLESALE & RETAIL IRONMONGERS.
TELEPHONE 1116.

NOTICES.

SINCON & CO.

Established A. D. 1880.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 and 37, Bing Loong Street, (2nd Street, west of Central Market). Telephone No. 515

MAN LOONG.

FIRST-CLASS PRESERVES, GINGER AND SOY MANUFACTURERS.
Factory at Yaumati

OFFICE: No. 36, Des Voeux Road, W.
Telephone No. 177 & K. 12.

WE are the leading Manufacturers in this class of Goods. Our Fruit & Gingers are all fresh and of the first pick Our Syrup is prepared from the best quality of Sugar. We give our special attention to the business and sanitary arrangements.

NOTICES.

KOWLOON BOWLING GREEN CLUB.

CLOSING DAY.

THE CLOSING DAY and presentation of Prizes will take place on SATURDAY, 25th November, at 3.30 P.M. Members will be at home to their friends.

D. S. COOPER,
Hon. Secretary.

A BUNE
in liquidation.

CREDITORS are required to send in their claims to the Undersigned on or before THURSDAY the 30th November, 1916.

Dated the 14th November, 1916.
W. G. HUMPHREYS & CO.,
No. 16, Queen's Road, Central,
Liquidators.

VESSELS LOADING AND TO LOAD.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
London via Cape Town	Kamo M.	N. Y. K.	28, Nov.
Genoa	Mer'shire	J. M. Co.	end Nov.
London via Ports	Malta	P. & O.	1, Dec.
London via Cape Town	Katori M.	N. Y. K.	9, Dec.
London via Ports	Cyclops	B. & S.	13, Dec.
London via Ports	Nankin	P. & O.	15, Dec.
Liverpool via Ports	Ningchow	B. & S.	24, Dec.
London via Ports	Peleus	B. & S.	27, Dec.
Liverpool via Ports	Eurypylus	B. & S.	31, Dec.
Genoa and London	Gleniffer	S. T. & Co.	end Dec.

NEW YORK, SAN FRANCISCO AND CANADA.

San Francisco via Japan	Korea M.	T. K. K.	29, Nov.
Vancouver via Japan	E. of Asia	C. P. O. S.	30, Nov.
New York via Panama	Tsushima M.	N. Y. K.	6, Dec.
San Francisco via Japan	Venezuela	P. M. S. S.	9, Dec.
Boston and New York	Eurymedon	B. & S.	9, Dec.
San Francisco via Japan	Tjikembang	J.C.J. L.	12, Dec.
Victoria, B.C., & Seattle	Tamba M.	N. Y. K.	16, Dec.
San Francisco via Japan	Siberia M.	T. K. K.	13, Dec.
San Francisco via Japan	Tenyo M.	T. K. K.	19, Dec.
Seattle via Japan	Protesilaus	B. & S.	23, Dec.
Victoria B.C., via Japan	Shidzuoka M.	N. Y. K.	3, Jan.
South American Ports	Kiyo M.	T. K. K.	9, Jan.
San Francisco via Japan	China	C. M. S. S.	27, Jan.

AUSTRALIA.

Australia via Manila	Tango M.	N. Y. K.	12, Dec.
Australia via Manila	Eastern	G. L. Co.	26, Dec.
Australia via Manila	Nikko M.	N. Y. K.	12, Jan.
Australia via Manila	St. Albans	G. L. Co.	27, Jan.

SINGAPORE, INDIA, COAST PORTS AND JAPAN.

Swatow, Amoy and Foochow	Haihong	D. L. & Co.	24, Nov.
Shanghai, Moji and Kobe	Penang M.	N. Y. K.	24, Nov.
Manila	Yuensang	J. M. Co.	25, Nov.
S'pore, P'ang, R'goon & Calcutta	G. Apcar	D. S. & Co.	25, Nov.
Bombay via Ports	Rangoon M.	N. Y. K.	26, Nov.
Tientsin via Weihaiwei	Cheo'shing	J. M. Co.	26, Nov.
Shanghai via Swatow	Choysang	J. M. Co.	26, Nov.
Shanghai and Japan	Peleus	B. & S.	26, Nov.
Shanghai	Anhui	B. & S.	26, Nov.
Shanghai, Kobe and Moji	Shirala	D. S. & Co.	26, Nov.
Shanghai, Moji and Kobe	Nankin	P. & O.	27, Nov.
Shanghai to Yokohama	Mishima M.	N. Y. K.	27, Nov.
Tientsin	Kueichow	B. & S.	27, Nov.
Belawan Deli (Sumatra) via S'tow	's Jacob	J.C.J. L.	27, Nov.
Swatow	Haitan	D. L. Co.	28, Nov.
Manila, Cebu and Iloilo	Taming	B. & S.	28, Nov.
Singapore, Penang and Calcutta	Laisang	J. M. Co.	28, Nov.
Shanghai	Luchow	B. & S.	28, Nov.
Hoihow, Pakhoi and Haiphong	Kaifong	B. & S.	29, Nov.
Shanghai to Yokohama	Teenkai	B. & S.	30, Dec.
Shanghai	Shantung	B. & S.	30, Nov.
Shanghai and Japan	Eurybates	B. & S.	1, Dec.
Shanghai, Moji and Kobe	Namsang	J. M. Co.	1, Dec.
Swatow, Amoy and Foochow	Haitan	D. L. & Co.	1, Dec.
Manila	Loongsang	J. M. Co.	2, Dec.
Shanghai and Japan	Teucer	B. & S.	3, Dec.
Shanghai	Yusang	J. M. Co.	3, Dec.
Kobe	Tjilatjap	J.C.J. L.	4, Dec.
Shanghai to Yokohama	Novara	P. & O.	5 Dec.
Shanghai	Tjimanoek	J.C.J. L.	6, Dec.
Sandakan	Mausang	J. M. Co.	6, Dec.
Java	Tjikini	J.C.J. L.	9, Dec.
Nagasaki, Kobe and Yokohama	Nikko M.	N. Y. K.	11, Dec.
Manila	Protesilaus	B. & S.	11, Dec.
Shanghai and Japan	Tydeus	B. & S.	21, Dec.

CONSIGNEES

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

From CALCUTTA, PENANG & SINGAPORE.

THE Steamship

"KUTSANG,"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 28th inst., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by:—

JARDINE, MATHESON & Co., Ltd.
General Managers.

Hongkong, 21st November, 1916.

TO SAIL

"BLUE FUNNEL" LINE.

NEW YORK SERVICE.

s.s. "EURYMEDON" is berthed to load for BOSTON and NEW YORK sailing about 9th December.

For Rates of Freight apply to:—

BUTTERFIELD & SWIRE,
Agents, Ocean Steam Ship Co., Ltd.
China Mutual S. N. Co., Ltd.

Hongkong, 13th November, 1916.

NOTICE.

"For the Blood is the Life."

DO YOU SUFFER

from any SKIN or BLOOD DISEASE

Clarke's Blood Mixture

MOVEMENTS OF STEAMERS.

ENGLISH MAIL.

The P. & O. s.s. NANKIN left Singapore for this Port on the 21st instant, at a.m., with the Outward English Mails, and is due here on the 27th instant, at about 10 a.m.

AMERICAN MAIL.

The Pacific Mail s.s. VENEZUELA from San Francisco left Kobe November 22, and may be expected here December 3, and leave for San Francisco December 9, at noon.

The Pacific Mail s.s. ECUADOR left San Francisco for Hongkong via Honolulu and may be expected to arrive at Hongkong, December 23, and will leave for San Francisco on the 30th at Noon.

The T. K. K. s.s. KOREA MARU which sailed from Nagasaki on the 20th Nov. is expected to arrive at this port via Honolulu, Shanghai on Saturday, the 25th inst., at noon.

AUSTRALIAN MAIL.

The E. & A. s.s. EASTERN left Sydney on the 15th Nov. for this port (via Queensland Ports and Manila) and may be expected to arrive here on or about 6th December.

VESSELS IN PORT.

Steamers.

Wisley, Br., s.s. 4,399, Ruthen, 4th Sept.—Yungro Bay, 30th Aug., Gen.—B. L.
Hongwan L. Br., s.s. 2,060, Eadom, 6th Nov.—Amoy, 4th Nov., Gen.—Chinese.
Kaiping, Br., s.s. 1,460, Macfarlane, 12th Nov.—Chingwantao, 6th Nov., Coal—D. & Co.
Sisimon, Br., s.s. 900, Bridge, 15th Nov.—Manila, 11th Nov., Ballast—Order.
Tenshin M., Jap., s.s. 2,394, Oraki, 18th Nov.—Singapore, 7th Nov., Gen.—N Y K.
Derwent, Br., s.s. 1,562, Jenkins, 19th Nov.—Saigon, 12th Nov., Rice—Chine e.
Gregory Apcar, Br., s.s. 2,961, Ellis, 20th Nov.—Kobe, 12th Nov., Gen.—D. S. & Co.
Drufar, Nor., s.s. 1,101, Hjorth, 21st Nov.—Swatow, 20th Nov., Gen.—T. & Co.
Haiyang, Br., s.s. 1,362, Hodgins, 21st Nov.—Saigon, 13th Nov., Rice—Chinese.
Kutsang, Br., s.s. 4,895, Bradley, 21st Nov.—Singapore, 12th Nov., Gen.—J. M. & Co.
Satsuki M., Jap., s.s. 1,299, Ogata, 21st Nov.—Dairen, 15th Nov., Gen.—M. B. K.
Yuensang, Br., s.s. 1,137, Mesney, 21st Nov.—Manila, 18th Nov., Gen.—J. M. & Co.
Ceylon, Swed. s.s. 3,269, Anderson, 22nd Nov.—Singapore, 13th Nov., Gen.—Swedish Trading Co.
Glenfalloch, Br., s.s. 1,434, Kenyie 22nd Nov.—Singapore, 12th Nov., Gen.—Chinese.
Haihong, Br., s.s. 1,270, Evans, 22nd Nov.—Swatow, 21st Nov., Gen.—D. L. & Co.

TIDE TABLE.

From 24th Nov. to 26th Nov., 1916.

Day of Week	Day of Month	High Water Hongkong Mean Time.	Height.	Low Water Hongkong Mean Time.	Height.
		h. m.	ft. in.	h. m.	ft. in.
Mon.	20	m 4	5.7	m 11	39 8.8
		8	5.7		
Tues.	21	m 5	5.6	m 0	36 4.1
		9	6.3	0	108 8.9
Wed.	22	m 6	5.5	m 1	13 3.4
		6	6.9	0	408 3.1
Thur.	23	m 7	5.4	m 1	16 3.6
		7	7.5	1	90 3.3
Fri.	24	m 8	5.1	m 1	38 1.9
		8	8.1	1	390 3.4
Sat.	25	m 9	4.9	m 1	21 1.3
		8	8.6	2	94 3.3
Sun.	26	m 10	4.9	m 4	5 0.3
		9	8.8	2	444 3.6

m morning. a afternoon.

VESSELS DUE.

Agents.	Vessel's Name.	Tonnage.	Date Due.	From.
C. P. O. S.	E. of Asia		Nov. 24	Vancouver
N. Y. K.	Mishima Maru	16,000	Nov. 25	London
T. K. K.	Korea Maru		Nov. 25	San Francisco
J.C.J. L.	Tjilatjap		Nov. 27	Java
P. & O.	Nankin		Nov. 27	London
B. & S.	Peleus	7,441	Nov. 28	Singapore
J.C.J. L.	Tjimanoek		Nov. 29	Java
N. Y. K.	Yetorofu Maru	8,000	Nov. 29	Kobe
P. & O.	Malta		Nov. 30	Kobe
B. & S.	Eurybates	5,559	Nov. 30	Liverpool
B. & S.	Teucer	9,045	Dec. 2	Liverpool
P. M. S S.	Venezuela		Dec. 2	San Francisco
G. L. & Co.	Eastern		Dec. 6	Australia
N. Y. K.	Kamo Maru	16,000	Dec. 6	Yokohama
P. & O.	Novara		Dec. 7	Bombay
J.C.J. L.	Tjikini		Dec. 7	Shanghai
B. & S.	Protesilaus	9,547	Dec. 8	Seattle
N. Y. K.	Tamba Maru	12,500	Dec. 8	America
N. Y. K.	Tango Maru	13,500	Dec. 11	Yokohama
P. & O.	Nankin		Dec. 14	Kobe
P. & O.	Somali		Dec. 17	London
B. & S.	Protesilaus	9,54	Dec. 20	Manila
B. & S.	Tydeus	7,441	Dec. 20	Liverpool
B. & S.	Phemius	6,599	Dec. 23	Liverpool
P. M. S.S.	Ecuador		Dec. 23	San Francisco
P. & O.	Novara		Dec. 28	Kobe
B. & S.	Teenkai	4,929	Dec. 29	Liverpool
P. & O.	Nyanza		Dec. 31	Bombay
B. & S.	Ixion	10,220	Jan. 7	Seattle
P. & O.	Somali		Jan. 11	Kobe
G. L. & Co.	St. Albans		Jan. 27	Australia

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NAME OF DOCK OR SLIP	LENGTH ON KEEL BLOCKS	ENTRANCE BREADTH	DEPTH OVER SILL AT ORDINARY SPRING TIDES	RISE OF TIDE SPRINGS	RISE OF TIDE NEAPS
KOWLOON					
No. 1 Dock, Kowloon	500'	86' top, 70' bottom	30'	7' 6"	
No. 2 Dock, Kowloon	371'	74'	28' 6"	7' 6"	
No. 3 Dock, Kowloon	264'	48' 3"	24'	7' 6"	
Patent Slip, No. 2 Kowloon	250'	60'	24'	7' 6"	
Patent Slip, No. 3 Kowloon	200'	60'	22'	7' 6"	
TAI-KOK-TSUI					
Cosmopolitan Dock	464'	85'	30'	7' 6"	
ABERDEEN					
Horn Dock	420'	84'	25'	7' 6"	
Lamont Dock	393'	64'	22'	7' 6"	

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China Lights.	b.	$	4.75.
Cements.	sa.	$	10.70.

HONGKONG POLICE RESERVE.

Forthcoming Team and Championship Shoots.

universally admitted which attended the rifle g contest, held under the s of the Hongkong Police e last Easter Monday, has raged the promoters to ge for a similar one, which ake place on Boxing Day. e scheme and rules will be, e main, identical with those erved on the previous occasion. teams (three men to each) l be taken from all the armed ces of the Colony, both regular d auxiliary, and the competi rs will be men of all ranks. iring will be permitted with ny pattern service rifle—provided, of course, that this has been issued by the Government and is used as issued. Competitors will provide their own ammunition, but there will be no entrance fee. The ranges on which the championship will be decided will be, 100, 200, 500 and 600 yards. Firing will begin at 10 a.m. sharp. We understand that it may be possible to arrange for tiffin to be served on the range (King's Park).

Further particulars will be announced shortly by Mr. F. C. Jenkin, D.S.P. (R.).

THE TRIAD SOCIETY CASE.

"Tiger-bone Gruel."

The hearing was continued, at the Police Court this afternoon, before Mr F. A. Hazeland, of the case in which thirteen men are charged with being members of an unlawful Society at Yaumati, and in which one man is charged with being the keeper. Mr. J. H. Gardiner defended and Mr. T. H. King, A. S. P., prosecuted.

The first defendant said he was a seaman, and when he returned from abroad last year he was asked to become an agent. The tub, truncheon, flowers etc., were thrown about the floor. He did not know whether they had been used in ceremonies connected with the Triad Society. They were all there when he first went there. He had never heard of the Triad Society; he did not know there was such a society in existence. All he knew was that the flags, etc., had not been used in any function at the Club. The thirteen men, to his knowledge, did not belong to any society. Some of the men were occupants of the cubicles and some of them were friends who had just stayed there.

Cross-examined, defendant said the man who had engaged him had gone up to Waichow to fight, and he did not know whether he was killed or not. It was not part of his duty to get men to go up to Waichow to fight. The sign-board, and board of rules had been left there. The man Wong Lau who was found there, was the man who had come over to sell the tiger-bone gruel.

Mr. King:—Was that the knife (pointing to a huge knife on the table) he killed the tiger with; it was found in his cubicle?

Defendant:—No.

Asked what his occupation was, one defendant said he sold tiger-bone gruel.

Mr. King:—Do you find there is a good business in tiger's bones in Hongkong?—Defendant said although he sold tiger's bones, he did not go about the streets with them. He brought them into Hongkong, where he prepared them.

(Case proceeding.)

HOSPITALS AT THE FRONT.

An Old Hongkong Doctor's View.

Dr. Cantlie, in describing a visit which he recently paid to the casualty clearing stations and hospitals at the Front, writes in the *Journal of Tropical Medicine*:—

Of all questions in connection with camp life, whether for a base or stationary hospital, a casualty clearing station, or dressing station, the most serious is that of disposal of excreta, kitchen refuse, bath and lavatory water, &c. Of these, excreta disposal holds the foremost place; and as this must vary with the nature of the soil, the elevation of the area, and the permanency or otherwise of the camp, much is left to the officer in charge to work out according to certain fixed principles, the details being decided according to circumst[illegible]d efforts have been made to separate the fluid from the solid excreta in the Casualty Clearing Stations and some clever devices have been instituted for the purpose. Beneath a seat, shaped like that in an ordinary closet, are laced two kerosene tins, pla[illegible]l in proximity, one in front [illegible]f the other. The contents of th[illegible]urine receptacle is dealt with in [illegible]veral ways: (a) The content[illegible] are placed in the rubbish incinerator, the heat of which evaporates the fluid of the urine, which escapes by a chimney of some six or more feet high; the incinerator, being placed to leeward of the camp, station, or hospital, does not become a nuisance to the inmates. (b) In some camps and stations where the fluid and solid excreta are received in a common receptacle, the contents are placed in the incinerator and the urine and faeces dried by evaporation, and the contents subsequently when dried are turned out on to the incinerator and burnt; the fumes being also led to a fairly high chimney. It is evident that the chief trouble in disposing of excreta is with the urine more than the faeces. The latter can be incinerated either directly or after drying, but the presence of urine with faeces favours rapid putrefactive changes, which generates such foul gases as sulphuretted hydrogen, ammonium sulphide, &c. The separate receptacles remove much of the deleterious effects thus produced. (c) At some base hospitals near large cities the excreta are run off into cesspools without any disinfectant being added, and the contents of the cesspools sold to civil contractors, who use the materials for manure, a plan much in vogue in Northern France and Belgium. At first contractors were paid so much to carry away the excreta, but some hospital commandants endowed with organising capabilities and commercial instincts have saved this expense, and by selling the contents of the cesspool have ensured removal and earned money to defray the ordinary expenses of their hospitals.

Utilising the heat of the incinerator to evaporate urine and dry the faeces is an economy commendable in itself and a plan worthy of being followed from the point of efficiency.

The above do not by any means exhaust the number of devices used to deal with excreta and waste water from hospitals, dressing stations or casualty clearing stations, nor does it touch upon the ordinary trench latrines in use in more mobile units at the Front; these are fairly well known from text-books.

Reference has already been made to the system of baths in vogue behind the immediate Front. The difficulty is, in a flat country, which in many parts in the northern war area is below sea-level, to get a fall sufficient to supply baths to the multitude of soldiers employed in France and Belgium at the moment. This is overcome in several Casualty Clearing Stations by water brought from high ground; but as these points are few and far between such water has to be conveyed in pipes in some cases as many as from seven miles away. Such water, however, can only be used for drinking purposes. Nothing damps, however, the Medical Department of the Army: pumping stations are actually at work at the Casualty Clearing Stations within a few miles of the Front; the water being raised from an "in take" in a neighbouring stream and utilised for shower baths so much in vogue and in laundries. The economy of the shower bath system is real; as many as sixty men, in one establishment visited, have a shower bath at the same time, the water being hot for the first three minutes and cold for two subsequent minutes. In this way as many as 1,800 to 2,000 men can have baths a day at one hospital.

The laundry work at the Casualty Clearing Stations is done by women in the neighbourhood, and it affords work and payment, especially in the north of France, to Belgian refugees. The laundries are well appointed, and the drying rooms adjacent are heated either by stoves and have rotating fans to keep the air moving; or occasionally the heating is done by pipes from the engine room.

Incinerators are a constant feature of military camp life, and their variety in shape and size seems illimitable. In addition to acting as a destructor and serving to evaporate urine, &c., the heat of the incinerator was in some instances utilized to heat water in a large "copper" built into the incinerator, a most economic step. An interesting piece of improvising was seen at one station, where petrol tins filled with puddled clay were arranged so as to form an improvised incinerator.

The kitchens afforded evidence of cleanliness, thoroughness, and organization as to the supply and distribution of food, which was as carefully carried out as in any long-established institution at home. The ovens were in many instances improvised and afforded scope for the ingenuity of the cook and his assistants.

The waste water from the laundries, bath-rooms, &c., is dealt with at several stations as follows: Channels carry the waste water to concrete tanks, to which a chlorinated lime preparation is added. This causes precipitation and decomposes the materials, so that soapy materials rise to the top as froth, which is skimmed off from time to time and removed; the fluid left is run off into channels, passes through two or more coke filter beds, and finally run off into an adjacent stream. The fluid thus dealt with is free of smell and is practically innocuous. If the water in the stream is not used until some distance below the entrance of this filtered and chlorinated tank contents no evil consequences result, and even where it has been inadvertently employed for brewery purposes no untoward results have been noted. The military authorities are careful, however, not to allow this to take place as far as their jurisdiction is available.

When visiting a camp, a clearing station, or hospital, it is the improvised means of dealing with matters, whether in the wards, the latrines, the incinerators, the kitchens, &c., that is of superlative interest, not only to the officers and men in charge, but also to the visitor. The monotony of camp life grows upon one; and seeing that many of the Casualty Clearing Stations and main dressing stations have neither advanced nor retired since 1914 in many instances, it is this variety in interest, kept agoing by improvising here and there, that attracts one and serves to break the sameness of the daily task when regulation methods only are followed. Just as the monotony of drill in the barrack square is broken for the soldier by marches and manœuvres, &c.; so is improvising to the Medical Department, whether it be in shaping an ambulance out of a country cart, a stretcher out of hay-fork handles and a straw rope, &c. The little additions here, the alterations there, and the constant striving after economy in hygiene and sanitation, stamp the camp with the personality of the commandant or his colleagues, and at the same time serve to endear a place to one which is more or less of one's own creation.

These sketches record the mere fringe of the work being done at the Front. But as the hygiene of the British Army is being maintained in a way which no army of to-day can surpass, nor has any army in the past ever approached, so the work in the wards, in the operating theatres, in the laboratories, and by officers and men of the R.A.M.C. in the field and at the base, is being done in a manner commensurate with the glorious deeds of the Army in the field. The soldiers deserve all the skill in medicine and surgery that Britain can send them, and I am convinced, from what I saw in France and Belgium, that the sick and wounded are having unstinted attention, devoted care, instantaneous relief, often under circumstances that might be deemed impossible by officers and men of different calibre to those at present enrolled in the Royal Army Medical Corps.

"FLAG-DAY" GIRLS SENT TO GAOL.

Laxity that Encourages Theft.

Caustic comments on the laxity shown by a charitable institution in employing flag-day collectors were made by Mr. Clarke Hall, the Old Street magistrate, recently, when he sentenced four young girls who stole money which they had collected on behalf of the Earl Roberts' Rest Home for Sailors and Soldiers, Pentonville Road.

The girls, who, in consequence of numerous complaints from private sources, were tested with marked money while they were selling flags were sentenced as follows; Sarah Cohen, three month's hard labour; Golda Katz, six weeks in the second division; and Ray Cohen and Sarah Michaelson, one month in the second division.

Later, another collector, Kate Berlyn, who is only fifteen and who was originally charged with the others, was remanded for a week in the Children's Court.

According to Detective Sergeant Saunders, the Cohens had been making a living out of collecting for some time. Stolen money was found in bags round their waists, and in Sarah Cohen's bag were four £1 notes and four 10s. notes. It was shown that all the girls had been out of work for some time, but Mr. D. A. Levinson, who appeared for the institution, explained that there was always difficulty in obtaining proper collectors for flag-days, and that the organizers were compelled to exchange lists.

"It is a question of getting honest collectors," said the magistrate. "You seem to have employed girls who have been out of work since May last. Think of the temptation which has been put in their way. You seem to have made no inquiry about them, and the fact that some one else had employed them should not have been regarded as any guarantee. "Surely there must be clergymen or rabbis who would be able to recommend honest girls," the magistrate added. "So far as I understand, this society does not make any inquiry about their collectors. I cannot imagine any one more likely to steal than girls out of work, who have not attempted to find work." "Unfortunately, instead of the management being able to impose restrictions, it has to go round and find people to collect," Mr. Levinson explained. "Many ladies who ought to assist disappoint at the last moment."

When Mr. Clarke Hall examined the card with which one of the women had been supplied, giving her authority to collect, he found that the name had been filled in with pencil, and pointed out that it could have been used by any one.

"I am sorry," he said, "to make any hostile observations about such an excellent institution, but such cases do infinite harm. There is no guarantee that the boxes would ever be returned."

"I cannot imagine a greater wickedness on the part of girls living safely at home than for them to try to deprive our wounded soldiers of any benefits they might have received," said Mr. Clarke Hall in passing sentence on Sarah Cohen, whom he described as the responsible head and engineer of this systematic fraud.

CHINA CLUB OF SEATTLE.

To Encourage Trade With the Far East.

The formation of the China Club of Seattle was announced by the *Seattle Times* of September 10. The object of the Club is to encourage closer trade relations and a more thorough understanding than now exists between Seattle and the business men and people of China. The membership at present comprises about a score of Seattle's most representative business and professional men.

The new club, believed to be the only one in the United States, is the direct result of the visit of Mr. Julean H. Arnold, United States commercial attache of the embassies at Peking and Tokyo. Mr. Arnold believes that Seattle has a wonderful future in the Oriental trade, and has sought to give the city a definite force devoted to helping her realise it.

The preliminary organisation of the club was affected at a meeting of business men at the New Washington Hotel when the following temporary officers were elected: Judge Thomas Burke, president; Dr. Henry Suzzallo, president of the University of Washington, vice-president, and Mr. C. M. Lewis, secretary.

Mr. J. F. Douglas was chosen chairman of the executive committee and Messrs. Moritz Thomsen and William Pigott, members. These officials were authorised to add to the executive committee such members as they may see fit. Details of organisation on a permanent basis will be worked out later.

The meeting from which the China Club sprang was called by the foreign commerce bureau of the New Chamber of Commerce, at the suggestion of Mr. Arnold, who declared an organization of this kind could be made of great value to the city. Members of the bureau and business men and others having a direct interest in or connection with China were present.

The session was presided over by Mr. J. E. Chilberg, chairman of the chamber foreign trade bureau. In introducing Mr. Arnold, Mr. Chilberg called attention to the chamber's efforts in stimulating trade with the Orient and to the time, money and energy expended by the organization in building up a commerce already placing Seattle in the front rank as one of the major ports of America.

Mr. Arnold outlined what he thought might be accomplished by a China society or club. He declared that no other city seemed as well situated and as well favoured as Seattle to take the initiative in promoting good understanding between the two countries, and in building trade. "The Chinese," he said "understand America better than America understands China. It is necessary to inculcate a better knowledge of that country as the essential foundation on which to promote business, to bring about the connections that will place American goods in the hands of the Chinese who want to buy them.

"Conditions are right and the opportunity exists for Seattle to make itself recognized as the source of authentic business and other information on China much as the Alaska Bureau of the Chamber of Commerce has collected and made available information about Alaska.

"The presence of the University of Washington and its interest in the subject, he regarded as particularly fortunate in strengthening any effect of the kind Seattle may put forth."

At the conclusion of Mr. Arnold's address a motion was immediately carried to create a preliminary organisation. This was done and the officers commissioned to lay the ground work for the institution in such manner and along such lines as seemed most practical and best. On behalf of the Chamber of Commerce, Mr. C. B. Yandell, secretary, announced that it would take care of the detail work and the performance of such clerical and similar service as may be required until the organisation can stand on its own feet.

Following the conference a photograph was taken of those participating in the formation of the China Club. This was at the request of Mr. Arnold, who will take it with him to the Orient to show prominent government officials, business leaders and educators, as representing the group of charter members of an institution in Seattle promising much for the mutual benefit of both countries. The members of the Honorary Commercial Commission of China, who toured the United States last year under the personal direction of Mr. Yandell, as chairman of the committee of the Associated Chambers of Commerce of the Pacific Coast, will, he said, be particularly interested in the picture.

These commissioners, Mr. Arnold declared, are most active in seeking to follow up foundations laid by their visit to America. They constantly insist that the interest then aroused be not allowed to die out, but be stimulated by every means possible in both countries. They frequently refer to the hospitable way in which they were received in Seattle and the other cities at which they stopped.

The members of the club are:—Messrs. J. E. Chilberg, J. F. Douglas, Dr. Henry Suzzallo, William Pigott, C. B. Yandell, Moritz Thomsen, R. A. Ballinger, S. H. Piles, H. H. Stuart, E. H. Stuart, Dr. H. H. Gowen, W. B. Henderson, W. S. Allan, M. J. Connell, C. M. Lewis, D. W. Hartzell, Roy O. Hadley, R. B. Piles, F. W. Bert, Prof. H. K. Benson, C. C. Finn, K. G. Fiske, representing Frank Waterhouse and Co.

EXHIBITION OF PAINTINGS.

The exhibition of oil paintings by the well-known local artist, Mr. E. Belsito, which we announced on Saturday, opened at the City Hall this morning and has been visited during the day by many admirers of art. The collection is one which reflects credit on the artist, comprising a large number of small, but well-executed, studies of such widely divergent subjects as seascapes, rural scenes and workers, as well as portraits, both Chinese and European. In the Chinese works, the artist reveals real ability, and close study, whilst those paintings dealing with the the harbour scenes of Hongkong are also of high merit.

All the pictures are priced at quite reasonable figures, and, seeing that a part of the proceeds is to go to charities for the war, it is to be hoped a good sale will be realised.

The exhibition will remain open for a few days, and those who have not seen the works should certainly do so.

HARBOUR ITEMS.

The s.s. Kumchow has brought to port a cargo of rice from Saigon. She experienced very strong monsoon and high seas throughout the passage.

The s.s Nisshin Maru has arrived in port from Kiriu with a cargo of coal.

The s.s. Chipshing, from Tientsin and way ports, reports moderate north-east monsoon conditions on the run down.

The first ship to go alongside the Hongkong and Kowloon Wharf and Godown Company's new wharf was the C.P.O.S. liner Empress of Asia, which berthed there this morning. This is the first occasion on which one of the big Empress boats has gone alongside at this port, and her presence at the wharf attracted considerable attention to-day. There is to be an official function to mark the opening of the new wharf on Monday, aboard the Empress of Asia.

The C. P. O. S. liner Empress of Asia arrived from Vancouver this morning. She had a big saloon and second-class passenger list as well as 657 Chinese in the steerage.

HOTEL LISTS.

HONGKONG HOTEL.

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Atkinson R L	Knoderer Dr A T
Adams P	King C
Anderson Mr & Mrs W S	Kench O C
Aymard L	Kales F H
Barker W L L	Longfield S
Bain H Murray	Lauritsen Mr & Mrs C
Baring J H	Lord S
Branch Capt E	Lawrence G A
Bellilios Mrs E E	Mehta B K
Bell G D J	Mereski J
Bitting S T	Macdonald Major D
Birbeck B J	McKean Dr G W
Baxter Mr & Mrs H A	Marriott Dr & Mrs
Bailey E	Mallia H E
Bancktham E W	Mallis G
Berwick Mr & Mrs C	McPherson A
Burgess Mrs H S	Murray Miss J S
Booth C H	Morgan Mr & Mrs H C
Bisseker F D	Morse Mr & Mrs G A
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Carvalho A A	B M
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Conant H A R	Oliveyra Capt & Mrs
Courtney G L	Pilkington Capt A E
Courtney J D	Parker P W
Crousher N	Pringle W J
Champion C	Pendergrast Mr and
Campbell H	Mrs M J
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Chisolm Miss	Ray E H
Chalmers I	Ruthen Capt W
Campbell Capt J	Reay Miss F A
Christie Mr & Mrs	Raworth Mr & Mrs
Charles Mr & Mrs	B
Dewar Capt J	Robinson Miss D
Douglas W E	Ross Judge and
Duffy Miss M E	Mrs J
Davenport W B	House R
Denby S F	Ritcher D
Davis Mr & Mrs F E	Stoneham H F
D'Oliveyra Capt & Mrs	Shads Mrs M
Eastman A	Sorby V
Egdom Capt and Mrs L V V	Scott J H
Falconer Mr & Mrs P J	Spiers P
Ford W H	Stackhouse J W
Gibb J	Stubbs A T
Goulbourn V	Silva Mr and Mrs F da
Gray Mrs P J	Thorp W C
Mamubal Mr & Mrs W A	Terrand P T
Hicks A	Thorp W C
Hodge W J	Todt A L
Hind W B	Taylor H H
Hooper A Shelton	Thompson F C
Hollands H E	Thursley-Pelham, Lt Col & Mrs
Hodgins Mrs A E	Waters V
Hall Capt T P	Ward Mr & Mrs J G
Harper G	Wood G C
Harvey Mr and Mrs R S	Willsher Mrs
Humphreys Mr & Mrs C	Willsher Miss
Hall Mr & Mrs D J	Wilkinson Mr & Mrs J D
Fritz C	Wallace C
Gregory T N	Williamson S T
Gunn Mr & Mrs T	Stewart Mrs
Hammes Mr & Mrs	Thornton H
Jackson Wm	Underwood Mr & Mrs
James E	Wilkie J
James B	
Joseph E M	

PEAK HOTEL.

Cary F W	Lembelet Mr & Mrs A
Campbell D	Morgan Lt Col & Mrs R H
Casulli Mr & Mrs D C	Meines Mr & Mrs Van
Carmichael Mr & Mrs H F	MacIntyre Mr & Mrs Neil
Caren Rev & Mrs T H	Meurer Mr & Mrs C
Darling Col R E	Mattingley R F
Dexter W J	Nunes Rev J C
Fuller Denman	Perkins T L
Faichnie Lt Col	Patterson Miss E G
Ford	Ralphs Mr & Mrs E
Ferreira Mr & Mrs F D	Ricon Mrs
Feakes Comdr & Mrs C	Reister P B
Goudiot Miss C	Rea Miss E
Goudiot Mrs E	Skott C
Griffith Rev H G H	Smith Mr & Mrs A F
Gascoigne Comdr & Mrs	Smith Mr & Mrs V F
Gilman Mr & Mrs F P	Smith Mr & Mrs I E
Hale Mr & Mrs B A	Grant
Haseland F A	Silva Mr & Mrs F da
Johns Mrs T J R	Smith Mrs Staple
Kadoorie E	Scarlett Miss L
Lee Jones R	Ventris Major Gen.
	Wood Mr & Mrs D
	Wattis J

KING EDWARD HOTEL.

Almond Mrs R	Joseph J
Bannerman G	Lambden A
Baker Mr & Mrs	Lambden Miss E G
Bouman G C	Lee W D
Bullen Miss M E	Morley W
Budge W	Mnohall D
Castello	Passmore Mrs W C
Cheng Mr & Mrs T S	Payne H E S
Donaldson R A	Pegg H H
Fetterley	Richardson Mr & Mrs C E
Finlayson Mrs & Mrs D J	Sim J
Fritz C	Sleigh E M
Gregory T N	Stewart Mrs
Gunn Mr & Mrs T	Thornton H
Hammes Mr & Mrs	Underwood Mr & Mrs
Jackson Wm	Wilkie J
James E	
James B	

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Crowther C S	Powers H H
Ebeys Rev & Mrs E	Prichard Capt Mrs
Fortie M J	B W S
Gratt G	Pickett Mr & Mrs J W
Hatch Miss J A	Ramsay Mr & Mrs R A
Heijblom W	Rowe H J
Holsapple Mrs O A	Robinson Bishop & Mrs J W
Hynaman Miss E	Speirs J B
Le Breton	Stephens Mr & Mrs W A
Lossius Capt & Mrs	White F
Longdon Dr M	White Mrs Henry
McCulloch J N	Wilks Mr & Mrs R D
Mackay T W	Wood F
Morrison Miss E C	
Norris E C	
Nelson Mrs J	
Nelson Miss M	

CARLTON HOTEL.

Ballantine B A	Polonetzky A
Ballantine H F	Potts Miss H
Burton Mrs S	Paddock B E
Bradley Mr & Mrs C	Ramos A
Ballantine H E	Reed J T S
Camps Mrs E	Seybt C E
Green Miss K R	Stephens Mr & Mrs H
Hunter Mr & Mrs	Stanbridge Miss S
Hafty Miss M	Thom W
Hadgats Miss S H	Tagloria Mr & Mrs S R
Lewis H	Talman Miss L G
Meek Thomas	Wilson Mr & Mrs
Main Mr & Mrs W A	C M

GRAND HOTEL.

Arnott C H	Ryan E
Booth C	Ramsy Jas A
Bales M	Smith J
Bustes S	Swingle J F
Crow A B	Thoris H F
Dyk P San	Topsolo T
Gomes A J M	Van der Zee T
Lawrie W	Wright S H
Monteiro J	Walrave D W
McLarnal	Yow Mr & Mrs J Ch
Philips F	

GENERAL SHIPPING NEWS.

Japan's Purchases.

According to an investigation made by the Department of Communications of Japan, the total number of vessels purchased from foreign countries by Japanese firms since the beginning of this year is five, with a total tonnage of 7,987. One of these was purchased from Russia and the rest from America. The vessels are as follows: The Anshin Maru, 1,586 tons; Ichi Maru, 1,236 tons; Sawa Maru, 1,238 tons; Jinyo Maru, 1,316 tons; Sakaki Maru, 1,238 tons.

Revived Shipyards.

General surprise was expressed at the announcement that a company had been formed to convert an almost unknown little place called Chepstow into an important centre for the construction of large cargo steamers. This surprise no doubt arises through the public being accustomed to now look on only certain districts as the centres of shipbuilding. The ruthless sinking of shipping by enemy submarines has already created a great shortage of tonnage for the carrying requirements of the world, and it is quite within the range of possibility that shipbuilding yards long since passed into obscurity might be once more brought into requisition. The present generation will possibly have little idea of the remote places in which some of England's old-time finest ships were built. For instance, take Whitehaven, where in years gone by so many fine clipper ships were built, chief among these being those built and sailed by the well-known firm of T. and J. Brocklebank. At most of the seaports shipbuilding was more or less undertaken at one time, but the advent of iron and steel for shipbuilding and the increased size of steamers has caused a great evolution in this particular industry. A noteworthy record in shipbuilding may be justly claimed by Warrington, in Lancashire. Its situation for the building of large vessels can scarcely be considered ideal, for it cannot reasonably lay claim to being a seaport, standing as it does at the head of the navigation of the river Mersey, only the smallest craft being now able to navigate the shallow water channels between the sandbanks leading to it. In 1851 the total population only amounted to 22,900, and yet about that time there was under construction the largest iron sailing merchant ship ever built in England; this was the clipper ship Tayleur, which was launched at Warrington in November, 1853. This vessel was designed expressly for the Australian passenger trade, to form one of Messrs. Pilkington and Wilson's celebrated White Star Line. She was 2,500 tons, new measurement, and was capable of carrying 4,000 tons of cargo. After the Tayleur was ready for being brought to Liverpool she had to come down in stages, starting each day at nearly the top of high water when there was a big tide. This fine ship left Liverpool on her first voyage bound for Melbourne at the latter end of January, 1854, with 652 persons on board, including the crew, and under the command of Captain Noble. Unfortunately dirty and thick weather was experienced in the Channel, and during a gale of wind the Tayleur struck with great violence on a reef of rocks to the eastward bluff of Lambay Island, in Dublin Bay, and became a total wreck. Out of the entire number of persons on board only 282 were saved, so that 370 lives were lost. Another fine ship built at Warrington about the same time was the Lady Palmer, and it is an interesting fact that Mr. Joseph Monks, better known as Captain Monks, founder of the firm of Joseph Monks and Co., steamship owners, of Brunswick Street, Liverpool, was at the launching of the ships Tayleur and Lady Palmer. Although it is not probable that large ships will be again built at Warrington, as the building yards have been converted to other industries, yet it would appear as if Chepstow, which never turned out a ship anything like the size of the two ships here dealt with built at Warrington, is likely to soon be under public notice for its shipbuilding.—*Engineering.*

Kinkiang Shipping.

For the quarter ended June 1916 the total of the shipping which entered and cleared at Kinkiang was 1,052 vessels of 1,650,199 tons, which was an increase of 10 vessels but a decrease of 39,352 tons. Of the total, 12 steamers of 23,030 tons were ocean steamers, which was an increase of four steamers and 12,740 tons and 922 vessels of 1,609,516 tons were river steamers, which was a decrease of 22 steamers and 6,556 tons over the same quarter the previous year. The percentages of the total were 44.8 British, 28.8 Japanese, 25.4 Chinese and 1.0 American and Norwegian.

The s.s. Yushun.

The s.s. Yushun, belonging to the China Merchants Steam Navigation Co., was docked on November 12 after having been towed to Woosung by the Standard Oil s.s. Acme. When the vessel was docked it was found that all the blades had been stripped off the propeller but no other damage of any moment was discovered during the survey. It is probable that the loss of the blades may have been caused by submerged wreckage or something of that nature, getting into the propeller whilst out at sea. The Yushun, at the time of the accident, was on a voyage from Hongkong to Japan.—*Shipping and Engineering.*

German Shipping Projects.

The fact that one of the directors of the Krupp firm has joined the board of the Norddeutscher Lloyd Shipping Company is greeted with universal approbation in the German newspapers, wrote the Berne correspondent of the *Morning Post* on October 19. It is pointed out that this event is a link in the chain of preparations now being made to enable German industrial products and German merchant ships to be exploited to the best advantage immediately peace is proclaimed, other links being the election of Herr Hugo Stinnes as a director of the Hamburg-Amerika Line and the inclusion of Herr von Gwinner and Dr. Salomonsohn, as representatives respectively of the Deutsche Bank and of the Disconto-Gesellschaft, the largest banking institutions in Germany, in the board of the same company. This tremendous combination of industrialists, shipowners, and bankers was conceived before the war, the object being, as the Munich *Neueste Nachrichten* now explains, to render German shipping and German shipbuilding independent of England. This same journal states: German shipowners have during their temporary inactivity given orders on an extensive scale with the object not only of replacing the cargo space lost during the war, but also of increasing the size of their fleet in anticipation of the enormous demand for cargo space, at correspondingly high prices, which there will certainly be immediately peace is concluded. Still other links in the chain of these preparations are the election of Herr August Thyssen as director of the Vulkan Shipbuilding Company, of Bremen, at the beginning of the present year, and the increase of capital of various other shipbuilding companies. The Howald Works, Kiel, Messrs. Blohm and Voss, Hamburg, and Henry Koch and Co., Lubeck, all increased their capital for the purpose of expanding their business, while several quite new shipbuilding firms have been established. Among the latter is the Hamburg Shipbuilding Yard, founded by the Hamburg-Amerika Line and the Allgemeine Elektricitats Gesellschaft, whose object is mainly the construction of a series of fast cargo boats, all of the same type, and such as have hitherto been a monopoly of English shipbuilders. In view of the feverish activity developed by German shipbuilders in close collaboration with great industrialists and financiers in providing means for the resumption of peace work there is justification for the hope that the German shipping trade will be ready, immediately peace is proclaimed, to recommence operations with undiminished tonnage.

China Coast Gazette.

Mr J. S. Robinson has been appointed second officer, Kingsing. Mr N. T. Jensen, second officer, Kingsing, has gone acting chief officer, Esang. Mr F. C. Everett, chief officer, Esang, is on reserve. Mr R. McLean, from reserve, has gone chief officer, Suiwo. Mr W. R. Williams, chief officer, Suiwo, is on reserve. Mr C. M. Manley, chief officer, Yushun, has gone chief officer, Taishun. Mr C. Neilson, chief officer, Taishun, has gone chief officer, Yushun. Mr. G. Bickel, second officer, Hainchi, has gone second officer, Yushun. Mr W. Olsen, second officer, Yushun, has gone second officer, Hainchi. Captain Newcomb, from leave, has gone master, Ngankin. Captain Wavell, of the Ngankin, has gone master, Chenan. Mr C. R. Mecham, acting master, Chenan, is on reserve. Mr W. L. Jobson, from reserve, has gone second officer, Kansu. Mr F. H. Locke, second officer, Kansu, is on reserve. Mr C. Myborg, from reserve, has gone second officer, Kweilin. Mr D. T. James, from reserve, has gone chief officer, Chekiang, Mr C. A. Christiansen, chief officer, Chekiang, is on reserve.—*Shipping and Engineering.*

Germans Complain of Hongkong Authorities.

To determine once for all the rights of the consignees of cargo seized while in transit by a warring nation, no less than seven complaints were filed last week in the Court of First Instance at Manila, by seven German firms, against the owners of the steamer Kafue, the Ellerman Bucknall Steamship Company, Ltd. The claim was for the recovery of goods which were shipped from New York on that steamer last June and which, while at the port of Hongkong, were seized by the British authorities, later released and forwarded on the British steamer City of Durham. They are now in the possession of the Manila agents of the steamer, Messrs. Macleon and Co., who have refused delivery pending the payment by the consignees of the additional freight charges from Hongkong. The plaintiffs are represented by Messrs. Crossfield and O'Brien, while the suit in its entirety involves the sum of P406,309.67. The seven complainants in these cases from which separate complaints were filed by the attorneys representing them are, according to the *Manila Daily Bulletin*, Alfredo Boench, Froelich and Ruttber, A.G. Sibrand Siegert, Santos and Jahrling, Behn, Meyer and Company, Ltd., Schmidt and Ziegler, and Neuss Hesslein and Company. In every case the complaint alleged that the goods were received in New York by the shipping company for transportation to Manila, freight charges having been prepaid, and the goods either consigned to the order of the shipping company or the Bank of the Philippine Islands and later assigned to the plaintiffs, or to the plaintiffs themselves. The goods involved are mostly textiles, drygoods, hardware, and chemical supplies; while the shippers cited are such well-known New York firms as Caldwell and Company, Neuss Hesslein of New York, Parke and Davis, H.K. Mulford, the Lambert Pharmacal Company, Dodge and Seymour, Ltd., Gravenhort and Co., the Royal Baking Powder Company, Grinnell, Willis and Co., the Corbin Cabinet Lock Company, and Willism and Terhune. In the cases of the complaints of the Neuss Hesslein and Company, Behn, Meyer and Company, Santos and Jahrling, and Froelich and Kuttner, a second ground for complaint is cited in that some of the goods consigned to the complainants to go on the s.s. Kioto before the sailing of the Kafue from New York, but which were delayed and later shipped on the last steamer, are likewise being detained by the local agents of the last vessel, Macleod and Company. In order that the attachments prayed for by the complainants may be ordered, each complainant company was required by Judge Ostrand to file bond in a sufficient sum to cover the goods involved. Bond aggregating P9,700 having been duly executed by the complaining companies, proper writs of attachments were issued on the goods detained.

Dutch Shipbuilding Crisis.

The Dutch shipbuilding industry appears to be on the eve of a serious crisis owing to a shortage of certain materials, the supply of which has hitherto been drawn from Germany, says the *Journal of Commerce*. There has recently been a noticeable decline in the production of many of the German ironworks which manufactured shipbuilding steel and iron, and lately the German Government has imposed severe restrictions on the export of such goods, amounting in some cases to absolute prohibition. This decline, according to statements in the Dutch Press, is due on the one hand to the fact that the iron works have been doing a large amount of work in the manufacture of munitions, while on the other hand there has been a considerable scarcity of labour. As a consequence the Dutch shipbuilding yards have of late been receiving practically no profile steel and frames, and the position is such that unless the situation promptly changes, many of the works in question will have to discharge a large number of their hands. This would be all the more disappointing because at the present moment the Dutch shipbuilding industry is overloaded with contracts. It is thought that such vessels as are now in a fair way to completion can be finished with the stocks of materials that are actually in the country, but unless fresh supplies are received it will be impossible to start on any fresh ships or to work on the present scale. Efforts are being made to bring about an improvement, and it is understood that negotiations are already on foot between the Dutch Association of Metal Workers and a representative of the German Government. It is proposed to establish a distribution bureau for Holland, but this solution is not regarded with any amount of satisfaction, as it would mean a considerable hampering of the development of the Dutch shipbuilding industry, and it is certain that Germany would want to impose conditions which Holland might find it difficult to fulfil. The above, however, judging from the comments in journals, would not seem to be a full statement of the case, as it is not alone the Dutch shipbuilding, but the whole of the metal industry of the country, that is concerned. The export prohibition which came into operation in the early part of October relates practically to every class of manufactured iron and steel, and there is not likely to be any change until November, when the total prohibition will be removed and exports allowed under certain restrictions. It seems that the prohibition is connected with the taking of an inventory of the stocks in Germany with a view to supplying the needs of the army to the fullest degree. The inventory now seems to be complete, and it is expected that exports will be resumed some time next month, but they will be very rigidly controlled. The directors of one large Dutch shipbuilding yard, the Fyenoord Company, told a newspaper representative that it was a widespread opinion that political motives were not altogether absent, and that the limitation of the export of profile steel and frames was deliberately intended to hamper the building of Dutch ships because the Allies have requisitioned a part of the cargo space of Holland. It may be mentioned also that a somewhat similar situation has arisen in Norway, where the supply of materials is growing alarmingly short, and no new exports are being received from Germany.

American Freights.

Merchandise carried in American bottoms in the seven months ended July 31 amounts to G. $340,000,000, an increase of 80 per cent. over the corresponding period a year ago. Shipments in British vessels amounted to $1,130,378,000, an increase of 41 per cent. Trade in Dutch ships decreased slightly. Japan showed the largest gain, advancing from $39,100,100 to $114,100,000, or 400 per cent. French shipments gained 27 per cent. The total worth of goods carried in foreign vessels was $2,214,322,000 a gain of 44 per cent.

HONGKONG SHARE REPORT.

S.—SELLERS; SA.—SALES; B.—BUYERS; N.—NOMINAL.

OFFICIAL PRICES.

BANKS.		
Banks	n.	$740
MARINE INSURANCES.		
Cantons	n.	$400
North Chinas	n.	t. 152
Unions	s.	$957½
Yangtszes	n. ex 73	$285
FIRE INSURANCES.		
China Fires	n.	$161
H.K. Fires	n.	$387
SHIPPING.		
Douglases	sa.	$122½
Steamboats	b.	$21½
Indos (Def.)	s.	$158
Indos (Pref.)	b.	$46
Shells	n.	106/-
Ferries	s.	$38
REFINERIES.		
Sugars	n.	$132½
Malabons	n.	$38
MINING		
Kailans	n.	36/-
Langkats	n.	t. 23
Raubs	n.	$ 3.75
Tronohs	b.	33/-
Urals	b.	31/-
DOCKS, WHARVES, GODOWNS, &C.		
H. K. Wharves	b.	$84
Kowloon Docks	n.	$124
S'hai Docks	s.	t. 87
LANDS, HOTELS AND BUILDINGS.		
Centrals	s.	$101
H. K. Hotels	b.	$115
Land Invest.	s.	$101
H'phreys Est.	n.	$7.00
K'loon Lands	s.	$35
S'hai Lands	n.	t. 91
West Points	s.	$85
COTTON MILLS.		
Ewos	sa.	t. 160
Kung Yiks	n.	t. 15½
S'hai Cottons	s.	t. 115
Yangtszepoos	s.	t. 6
MISCELLANEOUS.		
Borneos	n.	$ 8½
China Light & P.b. & sa.		$4.75
Providents	n.	$ 9.10
Dairy Farms	s.	$26
Green Islands	sa.	$10.70
H. K. Electrics	n.	$54
H. K. Ice Co.,	n.	$ 160
Ropes	n.	$34½
Steel Foundries	b.	$93¾
Trams, Low Level	n.	$7.10
Trams, Peak, old	b.	$10
Trams, Peak, new	b.	$1
Laundries	b.	$8½
U. Waterboats	n.	$17.00
Watsons	n.	$6.85
Wm. Powells	n.	$6.80
Morning Posts	b.	$39

CORRECTED TO NOON FRIDAY NOVEMBER 24, 1916.

BENJAMIN & POTTS,
Share and General Brokers,
Princes Building.
Tel. address: Broker.

EXCHANGE.

SELLING.

T/T	2/3 ½
Demand	2/3 9/16
30 d/s.	2/3 ⅝
60 d/s.	2/3 ¾
4 m/s.	2/3 13/16
T/T Shanghai	Nom.
T/T Singapore	97 ¾
T/T Japan	106 ¾
T/T India	170
Demand, India	170 ¼
T/T San Francisco & New York	54 ½
T/T Java	131 ⅝
T/T Marks	Nom.
T/T Francs	3.18
Demand, Paris	3.18 ½

BUYING.

4 m/s. L/C	2/4.5/16
4 m/s. D/P	2/4 7/16
6 m/s. L/C	2/4 9/16
30 d/s. Sydney & Melbourne	2/4 9/16
30 d/s. San Francisco & New York	55 ¾
4 m/s. Marks	Nom.
4 m/s. Francs	3.30
6 m/s. Francs	3.35
Demand, Germany	—
Demand, New York	54 ⅝
T/T Bombay	—
Demand, Bombay	170¼
T/T Calcutta	—
Demand, Calcutta	170¼
Demand, Manila	109½
Demand, Singapore	27 ¾
On Haiphong	3½% prem.
On Saigon	3½% prem.
On Bangkok	67 ¼
Sovereign	8.65 Nom.
Gold Leaf, per oz.	$2.70
Bar Silver, per oz.	34.15/16

SUBSIDIARY COINS.

DISCOUNT PER $100:

Chinese...20 cts pieces	2% dis.
Chinese...10 "	2% dis.
Hongkong 20 cts. pieces	par.
Hongkong 10 "	"

BANKS.

BANK OF CANTON LIMITED.

HEAD OFFICE HONGKONG

FOREIGN EXCHANGE and General Banking Business Transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS Received.

INTEREST ON FIXED DEPOSITS:

For 3 Months 3% per annum

For 6 Months 4% per annum

For 12 Months 4½% per annum

LOOK POON SHAN,
Chief Manager.

NOTICE.

NOTICE.

PEAK TRAMWAY CO LIMITED

TIME TABLE.

WEEK DAYS.

6.00 A.M. to 8.00 A.M. Every 15 Min.
8.00 A.M. to 10.00 A.M. " 20 Min.
10.00 A.M. to 11.00 A.M. " 15 Min.
11.00 A.M. to 12.45 P.M. " 15 Min.
12.45 P.M. to 1.15 P.M. " 10 Min.
1.15 P.M. to 1.45 P.M. " 15 Min.
1.45 P.M. to 5.00 P.M. " 15 Min.
5.00 P.M. to 8.00 P.M. " 10 Min.
8.00 P.M. to 12.00 P.M. " 20 Min.

NIGHT CARS.

8.30 P.M. and 9 P.M., 9.30 P.M. to 11.00 P.M. every half hour.
11.00 P.M. to 12.45 P.M. every quarter of an hour.

SUNDAYS

7.30 A.M. to 8.00 A.M. Every 15 Min.
8.00 A.M. to 10.00 A.M. " 20 Min.
10.00 A.M. to 11.00 Noon " 15 Min.
11.00 Noon to 7.00 P.M. " 20 Min.
7.00 P.M. to 8.00 P.M. " 15 Min.
8.00 P.M. to 9.00 P.M. " 20 Min.
9.00 P.M. to 7.00 P.M. " 15 Min.
7.00 P.M. to 8.30 P.M. " 10 Min.

NIGHT CARS on on Week Days.

SATURDAYS

Extra Car at 12 midnight.

SPECIAL CARS

By Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

Season and punch tickets available for all cars not already full, running at the time stated in the Company's time tables, but not for special cars. Can be obtained on application at the Company's Office.—No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheques on Compradore order representing Bank Notes.

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THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up...$1,250,000.)

Loans on Mortgage of House Property &c.
Goods received on Storage.
Advances made on Merchandize.
Loans made on the Provident System.
(Rates and Particulars on application).
The Office of
TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co.,
General Managers.

MITSUBISHI GOSHI KWAISHA.
(MITSUBISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA, OCHI, MUTABE, KISHIDAKE, YOSHINOTANI, HOJO, NAMAZUTA, SAYO, KANADA, SHINNEW, KAMIYAMADA, BISAI and OYUBAR Collieries.
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Cable Address:—"IWASAKI," Codes: A1, A.B.C. 5th Ed., Western Union, and Bentley's.

AGENCIES:—
CHINKIANG—Messrs. GEARING & Co., MANILA—Messrs. MACONDRAY & Co., SINGAPORE — Messrs. BORNEO Co. LTD., GLASGOW—Messrs. A. R. BROWN, MCFARLANE & Co., LTD.

For Particulars, apply to—
K. KATO,
Manager,
Hongkong No. 2, Pedder Street.

MARTIN'S
APIOL & STEEL PILLS

THE ALEXANDRA CAFE
Cannot be Beaten. If Equalled for Bread, Cakes, Confectionery and meals with Wines & Liquors.

BANKS

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,000
RESERVE FUNDS:
Sterling
£1,500,000 at 2/- =$15,000,000
Silver ...$18,000,000
$33,000,000
Reserve Liability of Proprietors $15,000,000

COURT OF DIRECTORS.
C. E. Adam, Esq.
W. L. Forrestier, Esq.—Chairman.
S. H. Dodwell, Esq.—Deputy Chairman.
G. T. M. Bidder, Esq.
C. V. Gubbay, Esq.
Hon. Mr. F. H. Holyoak.
J. A. Plummer, Esq.
Hon. Mr. R. Shellim.
CHIEF MANAGER
Hongkong—N. J. Stabb, Esq.
MANAGER
Shanghai—A. G. Stephen, Esq.
London Bankers—London County and Westminster, Limited.

Hongkong—Interest Allowed:
On Current Accounts at the rate of 3 per cent. annum on the daily balance.
ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per annum.
For 6 months, 3½ per cent. per annum.
For 12 months, 4 per cent. per annum.

N. J. STABB,
Chief Manager.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.
Rules may be obtained on application.
INTEREST on deposits is allowed on the minimum monthly balances at 2½ per cent. per annum.
Depositors may transfer, at their option, balances of $100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 cent. per annum.
For the Hongkong and Shanghai Banking Corporation.

N. J. STABB,
Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE:—LONDON.
Paid-up Capital.....£1,200,000
Reserve Fund.....£1,200,000
Reserve Liability of Proprietors.....£1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods, at rates which will be quoted on application.

T. C. DOWNING,
Manager
Hongkong, 11th April, 1912.

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office 15, Gracechurch Street, London.

Authorised Capital £1,500,000
Subscribed " 1,125,000
Paid Up " 562,500
Reserve Fund £50,000

BANKERS:
The Bank of England.
The London Joint Stock Bank, Limited.
BRANCHES:—

Bombay	Karachi
Calcutta	Kota Bharu
Colombo	Kuala Lumpur
Delhi	Madras
Galle	Penang
Hongkong	Rangoon
Howrah	Shanghai
Kandy	Singapore
Port Louis (Mauritius)	

HONGKONG BRANCH.
Every description of Banking and Exchange business transacted.
Interest allowed on Current Accounts at a per cent per annum on Daily Balances, and on Fixed Deposit at rates which may be ascertained on application.

C. CHAMPKIN,
Acting Manager.

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE:
55, Wall St., New York.

LONDON OFFICE:
36, Bishopsgate, E.C.

CAPITAL PAID UP $3,250,000
RESERVE FUNDS $3,931,000

U.S. GOLD $7,181,000

BRANCHES:—

BOMBAY	HONGKONG	PEKING.
CALCUTTA	KOBE.	SAN FRANCISCO
CANTON	LONDON	SHANGHAI.
CEBU.	MANILA	SINGAPORE
COLON	MEDELLIN	TIENTSIN
HANKOW	PANAMA.	YOKOHAMA

Through its close affiliation with The National City Bank of New York, the Bank is able to offer the Services of the Branches of that Institution in Cuba and South America, Namely:—
BAHIA, BUENOS AIRES, HAVANA, MONTEVIDEO, RIO DE JANEIRO, SANTIAGO DE CUBA, SANTOS, SAO PAULO, VALPARAISO,

All kinds of FOREIGN & LOCAL BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.

N. S. MARSHALL,
Manager.
Hongkong, 26th September, 1916.

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.
Authorised Capital Yen 48,000,000
Paid-up Capital ... " 30,000,000
Reserve Fund ..... " 20,800,000

Head Office.—YOKOHAMA.

Branches and Agencies in Japan, Korea & Kwantung	Agencies Elsewhere
Bombay	Hamburg
Calcutta	New York
Changchun	Osaka
Dairen	Seoul
Fengtien	Shanghai (Agency)
Harbin	Soo Fong Sun
Hongkong	Tientsin
Kobe	Tokyo
Moji	Wuchang
Mukden	Yokohama
Nagasaki	
Newchwang	
Peking	
Shanghai	
Singapore	

Interest Allowed on Current Accounts.
Deposits received for fixed periods on terms to be learned on application.

KISHIMOTO, Manager.
Hongkong, 11th Sept. 1916.

NOTICES.

WORTH TRYING.

$1.40 for 50.

$1.40 for 50.

WESTMINSTER "SPECIALS."

TURKISH CIGARETTES.

NATIONAL MISSION OF REPENTANCE & HOPE

Services and Meetings for MEN, WOMEN and CHILDREN

Missioner Bishop Norris.

December 2nd to 10th, 1916.

DEC. 2nd to 10th, 1916.

DON'T FORGET

"HEATHER-DAY."

30th NOVEMBER.

PUBLIC AUCTION.

GEO. P. LAMMERT.

AUCTIONEER, SHARE & GENERAL BROKER.

THE Undersigned has received instructions from the Liquidators of the Nord Deutscher Lloyd to sell by Public Auction on

SATURDAY, the 25th November, 1916.

commencing at 11 a.m. at his Sales Rooms, Duddell Street,

A Large Quantity of Linen

Comprising:—

Table Cloths, Napkins, Bedsheets, Pillow Slips, Counterpanes, Towels, Dusters, etc., etc.

On view from Friday, the 24th inst.

Terms: Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 21st November, 1916.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Action on

MONDAY, the 27th November, 1916,

commencing at 3 p.m.

At No. 19, Queen's Road Central, 1st floor above Ating's Furniture Store.

One Billiard Table by Hennig Bros, London. With 2 sets of Balls, Marking Board, Queues and Rests.

On view Now.

Terms:—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

TSANG FOOK

Nos. Wanchai Road. Telephone 1107

PIANOS & ORGANS REPAIRED, TUNED & REGULATED. CASES RE-POLISHED. WORK & FINISH GUARANTEED LOWEST CHARGES CONSISTENT WITH BEST WORKMANSHIP. ESTIMATES GIVEN ON REQUEST.

POST OFFICE.

Correspondence addressed to enemy subjects in China, Siam, Liberia and Portuguese East Africa, Persia and Morocco cannot be transmitted.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

Ships in communication with Cape D'Aguilar Radio Telegraph Station:—

KOREA MARU

MAILS DUE.

Shanghai (London 27th Oct., via Siberia) —Per LUCHOW, 24th Nov.

Shanghai—Per KOREA M., 25th Nov.

Europe (English Mail)—Per NANKIN, 27th Nov.

MAILS CLOSE.

TO-MORROW.

Japan via Moji—Per CHIYO MARU, 25th Nov., 11 a.m.

Shanghai & N. China, Japan via Kobe—Per SHIRALA, 25th Nov., 11 a.m.

Straits, Burmah & India via Calcutta—Per GREGORY APCAR, 25th Nov., 2 p.m.

Philippine Isl.—Per YUENSANG, 25th Nov., 2 p.m.

Shanghai & N. China—Per ANHUI, 25th Nov., 5 p.m.

Weihaiwei & Tientsin—Per CHEONGSHING, 25th Nov., 5 p.m.

Swatow, Shanghai & N. China—Per CHOYSANG, 25th Nov., 5 p.m.

SUNDAY, 26th November.

Swatow, Amoy & Formosa via Keelung—Per AMAKUSA MARU, 26th Nov., 9 a.m.

Tientsin—Per KUEICHOW, 26th Nov., 9 a.m.

MONDAY, 27th November.

Shanghai & N. China, Japan via Kobe—Per MISHIMA M., 27th Nov., 11 a.m.

Shanghai & N. China, Japan via Moji—Per NANKIN, 27th Nov., Registration 2.15 p.m. Letters 3 p.m.

TUESDAY, 28th November.

Swatow—Per HAITAN, 28th Nov., 10 a.m.

Shanghai & N. China—Per LUCHOW, 28th Nov., 3 p.m.

Philippine Isl.—Per TAMING, 28th Nov., 3 p.m.

WEDNESDAY, 29th November.

Swatow, Amoy, Formosa via Tamsui & Keelung—Per JOSHIN M., 29th Nov., 7 a.m.

Hoihow, Pakhoi & Haiphong—Per KAIFONG, 29th Nov., 9 a.m.

THURSDAY, 30th November.

American Canadian & Siberian Mails. Shanghai, N. China, Japan via Nagasaki, Victoria, Vancouver, United States, Central & South America & United Kingdom via Canada (Europe via Siberia)—Per EMPRESS OF ASIA, 30th Nov., Registration 9.45 a.m. Letters 10.10 a.m.

[Shanghai Ch. P.O. Saturday, 2nd Dec.]

American Mail. Japan via Moji, Victoria & Tacoma—Per TACOMA M., 30th Nov., 1 p.m.

Siberian Mail. Shanghai & N. China, (Europe via Siberia)—Per SHANTUNG, 30th Nov., Registration 2.15 p.m. Letters 3 p.m.

[Shanghai Ch. P.O. Monday, 4th Dec.]

FRIDAY, 1st December.

English Mail. Straits, Burmah, Ceylon, Australia, Western Australia, India, Aden, Egypt & Europe. (The parcel mail will be closed on Thursday, 30th Nov., at 5 p.m.)—Per MALTA, 1st Dec., Registration 10.15 a.m. Letters 11 a.m.

Swatow, Amoy & Foochow—Per HAITAN, 1st Dec., 11 a.m.

SATURDAY, 2nd December.

Shanghai & N. China—Per YINGCHOW, 2nd Dec., 5 p.m.

SATURDAY, 9th December.

English Mail. Straits, Ceylon, Delagoa Bay, Cape Town & United Kingdom—Per KATORI M., 9th Dec., 11 a.m.

SHIPPING NEWS.

ARRIVED.

Chipahing, Br., ss. 1,190, Crisp, 23rd Nov.—Tientsin, 18th Nov., Gen.—J. M. & Co.

Kumchow, Br., ss. 1,454, Martin, 23rd Nov.—Saigon, 15th Nov., Rice—Chinese.

Tacoma M., Jap., ss. 3,644, Hamada, 23rd Nov.—Manila, 21st Nov., Gen.—O. S. K.

Empress of Asia, Br., ss. 16,938, Davison, 24th Nov.—Vancouver, 2nd Nov., C. P. O. S.

Luchow, Br., ss. 1,221, Gibbs, 24th Nov.—Shanghai, 21st Nov., Gen.—B. & S.

Nissin M., Jap., ss. 690, Hicdo, 24th Nov.—Kirin, 21st Nov., Coal—Otowa.

DEPARTED.

Nov 22.

Anhui for Canton
Trigania for Palembang
Foolee for Bangkok via Hoihow

Nov. 23.

Torin M. for Hongay
Sinkiang for Shanghai
Tsza M. for Shanghai & Yokohama
Penang M. for Kobe via Shanghai
Hopsang for Calcutta via Singapore
Chingchow for Pt Passaval
Kuei'chow for Canton

CLEARANCES AT THE HARBOUR OFFICE.

Nov. 23.

Glenfalloch for Singapore via Amoy

Nov. 24.

Ceylon for Shanghai & Yokohama
Haihang for Foochow via Swatow
Kanju M. for Keelung
Drufar for Bangkok via Swatow
Satsuki M. for Dairen via Tsingtau
Luchow for Canton

WATER RETURN.

Level and Storage of water in Reservoirs on Nov., 1, 1916.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

	1915.	1916.
Tytam	11ft. 9in. overflow	Below 9ft. 9in. overflow
Tytam Byewash	11ft. 7in. overflow	Below 8ft. 9in. overflow
Tytam Intermediate	2ft. 3in. overflow	Above 4ft. 5in. overflow
Pokfulum	1ft. 3in. overflow	Above 1ft 5in. overflow
Wong-nei-chung	9ft. 9in. overflow	Below 8ft. 10in. overflow
Tytam Low Level	NIL.	Above Under construction

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1915.	1916.
Tytam	279.90	193.66
Tytam Byewash	8.48	.50
Tytam Intermediate	208.36	208.31
Pokfulum	68.74	41.35
Wong-nei-chung	18.28	.06
Tytam Low Level	NIL.	131.85
Total	577.96	537.66

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of Oct., 1916.

	1915	1916	
Consumption	189.28	190.14	M. gallons
Estimated population	267,519	267,519	
Consumption per head per day	25.7	23.0	gallons

Services to houses in Rider Main districts disconnected from Rider Mains and supply given by public street fountains only during Oct., 1915.

Constant supply to all districts during Oct., 1916.

KOWLOON WATER WORKS LEVEL.

	1915	1916
Kowloon Gravitation Reservoir	1ft. 9in. Below overflow	1ft. 8in. Below overflow

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1915	1916
Kowloon Gravitation Reservoir	348.15	349.70

Consumption of water in Kowloon in millions and decimals of gallons during the month of Oct., 1916.

	1915	1916	
Consumption	37.51	40.90	M. gallons
Estimated population	97,100	98,165	
Consumption per head per day	12.4	13.1	gallons

The Government Analyst's reports shew that the water is of excellent quality.

W. CHATHAM, Water Authority

Public Works Department.

THE ALEXANDRA CAFE Just arrived, Fresh assorted American Sweets & Fry's Chocolates.

WEATHER REPORT.

On the 24th at 1E.10—Pressure has decreased slightly in all districts, except over N. Japan and in the extreme South, where it has increased slightly. It is lowest over the S. China Sea. A moderate anticyclone is central over Mid-Japan.

The monsoon is interrupted along the east coast of China. It will be fresh to moderate over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 79.81 inches; against an average of 81.79 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW

District.	Forecast.
1 Hongkong to Gap Rock	N.E. winds, moderate; fine.
2 Formosa Channel	N.E. winds, strong.
3 South coast of China between H.K. and Lamocks	The same as No. 1.
4 South coast of China between H.K. and Hainan	The same as No. 1.

China Coast Meteorological Register. November 24, a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Winds Direction.	Winds Force.	Weather.
Vostock	6a						
Nemuro	5a	30.34			wsw	1	
Hakodate	"	30.34					0
Tokio	"	30.46			nw	1	
Kochi	"	30.33			wsw	1	
Nagasaki	"	30.25			ese	4	
Kagima	"	30.27			nne	2	
Oshima	"	30.18			se	1	
Naha	"	30.11			e	1	
Ishi'jima	"	30.03			e	5	
Bonin Is.	"	30.20			ne	1	
Chefoo	6a						
W'haiwei	"	30.23	48	85	ese	2	o
Hankow	"						
Ichang	"						
Kiukiang	"						
Changsha	"						
Shanghai	"	30.18	52	100	se	1	bf
Gutzlaff	w	30.16	60	94	ese	1	b
Sharp P.	"	30.61	67	77	n	1	o
Amoy	9a	30.04	63	85	w	1	o
Swatow	6a	30.06	67	89	w	1	b
Taihoku	5a	29.94	73	94	e	6	r
Taichu	"	29.92	70			0	r
Tainan	"	29.92	70		nc	2	o
Koshun	"	29.92	75		ne	2	o
P'dores	"	29.93	68		nne	7	o
Canton	6a	30.00	66	68	nw	1	o
H'kong	"	29.98	69	88	e	3	o
Gap Rock	"	29.97			ene	6	c
Macao	"	30.00	68	88	nne	1	o
Wuchow	9a						
Pakhoi	"						
Hoihow	"						
Phulien	7a	29.99	68	68	nw	4	of
Tourane	"	29.86	68		nw	4	rf
C. St. J.	"	29.76	70		nne	2	of
Aparri	6	29.85	73	96	se	2	o
Dagupan	"	29.78	75	92	sse	1	o
Manila	"	29.80	81	62	nne	1	o
Legaspi	"	29.79	79	87	ne	2	b
Tacloban	"	29.76	77	94	2		b
Iloilo	"	29.76	75	83	n	2	o
Surigao	"	29.74	75	96	sw	1	o
Labuan	"	29.78	75	94	n	4	rf

T. F. CLAXTON, Director.

Hongkong Observatory, Nov. 24, 1916.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation the Humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew wet.

METEOROLOGICAL.

	Previous Day at 8 p.m.	On date at 8 a.m.	On date at 8 p.m.
Barometer	30.04	30.03	29.97
Temperature	76	69	74
Humidity	80	88	63
Wind Direction	E	E	ESE
" Force	2	3	4
Weather	c	c	c
Rain	0.00	0.00	0.00

Highest open air Temperature on the 23rd 76
Lowest " " " 24th 69

H.K. Observatory, November 24, 1916.

T. F. CLAXTON, Director.

ASAHI (SUN-BRAND) BEER

SOLE AGENTS:

MITSUI BUSSAN KAISHA

Telephone Nos. 155, 210.

Printed and Published for the Proprietor, by George William Cade Burnett at 11, Ice House Street, in the City of Victoria Hong Kong.

ENTERTAINMENTS.

KISMET.

KISMET. KISMET.

IN AID OF STAR & CARTER FUND.

GALA NIGHT, DECEMBER 15th
SECOND NIGHT, DECEMBER 16th
THIRD NIGHT, DECEMBER 18th
MATINEE, DECEMBER 20th

NEW MUSIC, SPECIALLY COMPOSED.

KEEP THE DATE OPEN.

BOOKING AT MOUTRIE'S.

ADVANCE, DECEMBER 1st & 2nd
GENERAL, DECEMBER 4th

KISMET.

VICTORIA THEATRE.

FRIDAY, NOVEMBER 24, 1916.

"THE RED CIRCLE."

(11th and 12th Episodes.)

SEEDS OF SUSPICION.
LIKE A RAT IN A TRAP.

"THE GREAT WAR":—

The disembarking of a Serbian Battalion.
The New Serbian Army.
The Slava Serbian Feast.

Comics: "The Wrong Flat."
"Eloping with Anatole."
"What the Driver Saw."

BOOKING AT ANDERSONS.

BIJOU THEATRE.

24th November.

"THE MILLION DOLLAR MYSTERY,"

17th 18th and 19th Episodes.

Also

Keystone Comics.

HONGKONG THEATRE.

(OLD LAND OFFICE BUILDING).

Commencing WEDNESDAY November, 22, 1916.

17th, 18th and 19th EPISODES

"THE MILLION DOLLAR MYSTERY."

Look out for:—SATURDAY November 25.

SHOWING ANOTHER GRAND SERIAL FILM.

"DIAMOND FROM THE SKY."

NOTICE.

BOLL AND DUNLOP'S SCHIEDM GIN,

THE OLDEST HOUSE IN THE TRADE. ESTABLISHED 1821.

"THE GIN OF OUR FOREFATHERS KEEPS US ALWAYS SMILING."

SOLE AGENTS FOR SOUTH CHINA:

H. RUTTONJEE & SON.